FOUNDED IN 1856

RAILWAY AGE

NOVEMBER 26, 1949

Where Blast Plates face an "Uphill Pull"

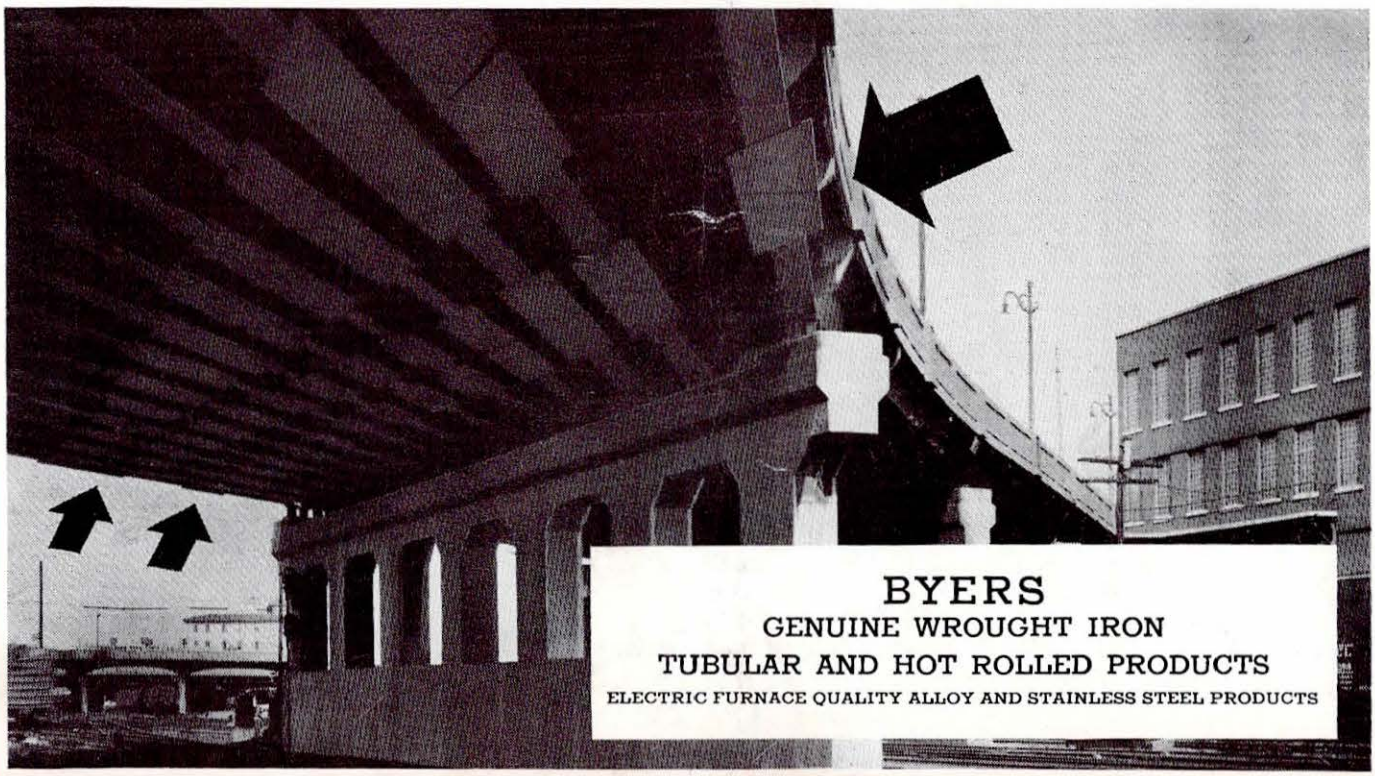
BYERS WROUGHT IRON

The blast plates on the Peters Street Viaduct at Atlanta, Georgia, lead a hard life. A large portion of all freight and passenger rail traffic in and out of the city passes beneath the structure. Clearance is low—only 18 feet—and a grade forces every locomotive to come in under power, so that the "sand blasting" action of the expelled ash and cinder is extremely severe. The Superintendents of Bridges for the City, and for the State, weighed these factors, and specified "Wrought Iron" for the new installation. Byers Wrought Iron plates, 3/8-inch in thickness, were used for the job.

Wrought iron has demonstrated its superior service qualities in blast plate applications many times over, and the material is regularly used by dozens of states, many municipalities, and a number of major railroads. The unique composition and structure of the material is responsible for its durability. The tiny fibers of glass-like silicate slag, threaded through the body of high-purity iron, halt and disperse the attack of corrosive elements in the gases. These fibers also help to anchor the protective scale, resisting the "scouring" effect of the foreign materials in the blast. And the ductility of the metal withstands the expansion and contraction due to sudden wide variations in temperature.

You will find some helpful information on this application in our bulletin, WROUGHT IRON IN BRIDGE CONSTRUCTION. We will be glad to send you a complimentary copy, on request.

A. M. Byers Company, Pittsburgh, Pa. Established 1864. Boston, New York, Philadelphia, Washington, Atlanta, Chicago, St. Louis, Houston, Salt Lake City, San Francisco. Export Division: New York, N. Y.



BYERS
GENUINE WROUGHT IRON
TUBULAR AND HOT ROLLED PRODUCTS
ELECTRIC FURNACE QUALITY ALLOY AND STAINLESS STEEL PRODUCTS

CORROSION COSTS YOU MORE THAN WROUGHT IRON

The transportation of coal and other mine products calls for brake rigging under bulk lading cars that will stand up under the most severe operating conditions . . . That is why our "heavy-duty" railroads now specify Unit-type trucks for this class of service.

UNIT TRUCKS

can take it!

Reduce Weight

25%

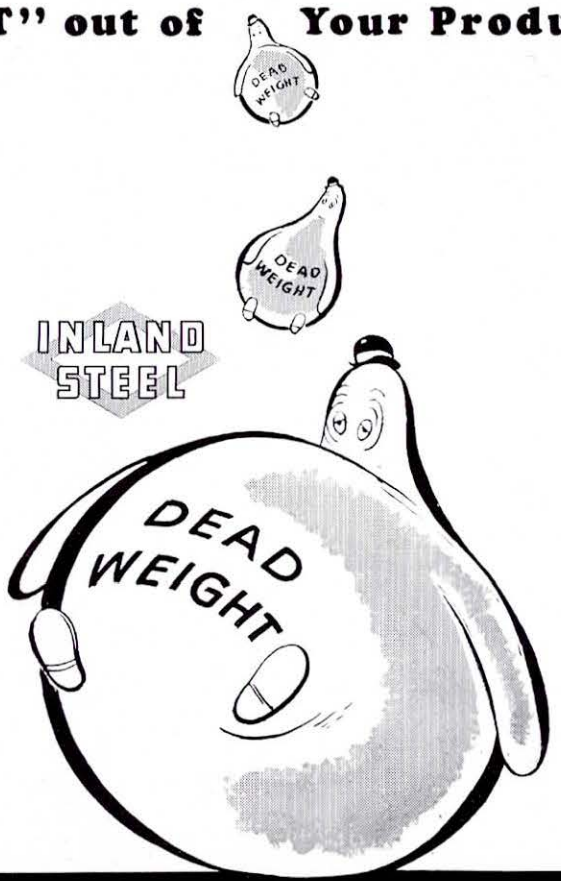
without sacrificing strength

Squeeze the "DEAD WEIGHT" out of Your Product

By using Inland HI-STEEL instead of ordinary structural steel, you eliminate considerable tonnage which adds only dead weight to your product. HI-STEEL has nearly twice the working strength of ordinary structural steel and 50% greater ability to stand up under impact loads. That's why, with HI-STEEL, it is practical and safe to plan on reducing sectional thicknesses at least 25% in most structural applications. Thus, HI-STEEL gives you the same production with 75% of your steel . . . or, using your entire steel supply, gives you one-third *more* production.

Write for booklet. INLAND STEEL CO., 38 S. Dearborn St., Chicago 3, Ill. Sales Offices: Chicago, Davenport, Detroit, Indianapolis, Kansas City, Milwaukee, New York, St. Louis, St. Paul.

HI-STEEL meets the requirements of SAE Specification 950



INLAND HI-STEEL

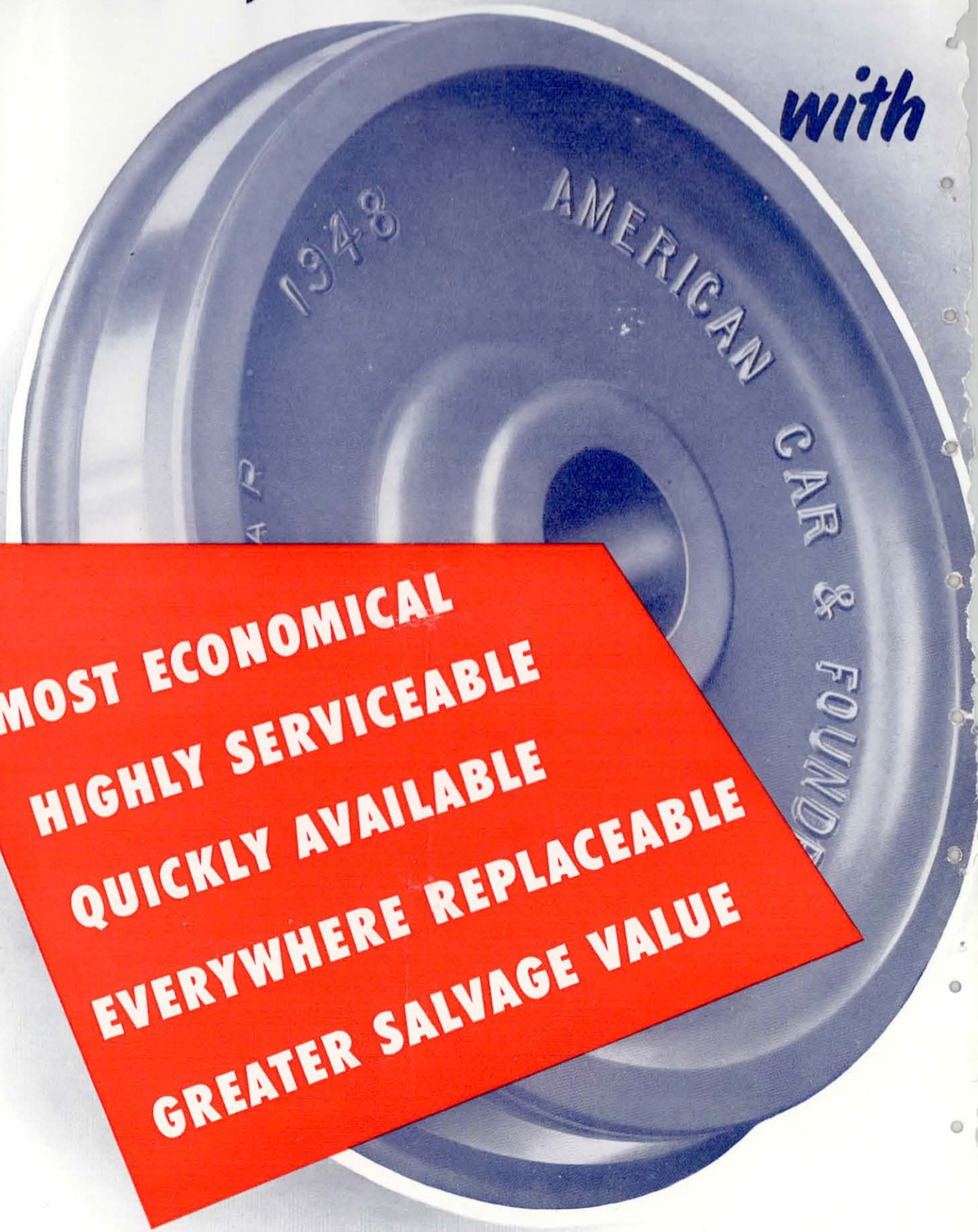
Reg. U. S. Pat. Off.

THE LOW-ALLOY HIGH-STRENGTH STEEL

Published weekly by Simmons-Boardman Publishing Corporation, Orange, Conn. Executive Offices, 30 Church Street, New York 7, N. Y. Entered as second class matter at Orange, Conn., under the act of March 3, 1879. Subscription price $6.00 for one year, U. S. and Canada. Single copies, 50 cents each. Vol. 127, No. 22.

CUT YOUR WHEEL

with



MOST ECONOMICAL
HIGHLY SERVICEABLE
QUICKLY AVAILABLE
EVERYWHERE REPLACEABLE
GREATER SALVAGE VALUE

COSTS NOW

Chilled Tread Car Wheels

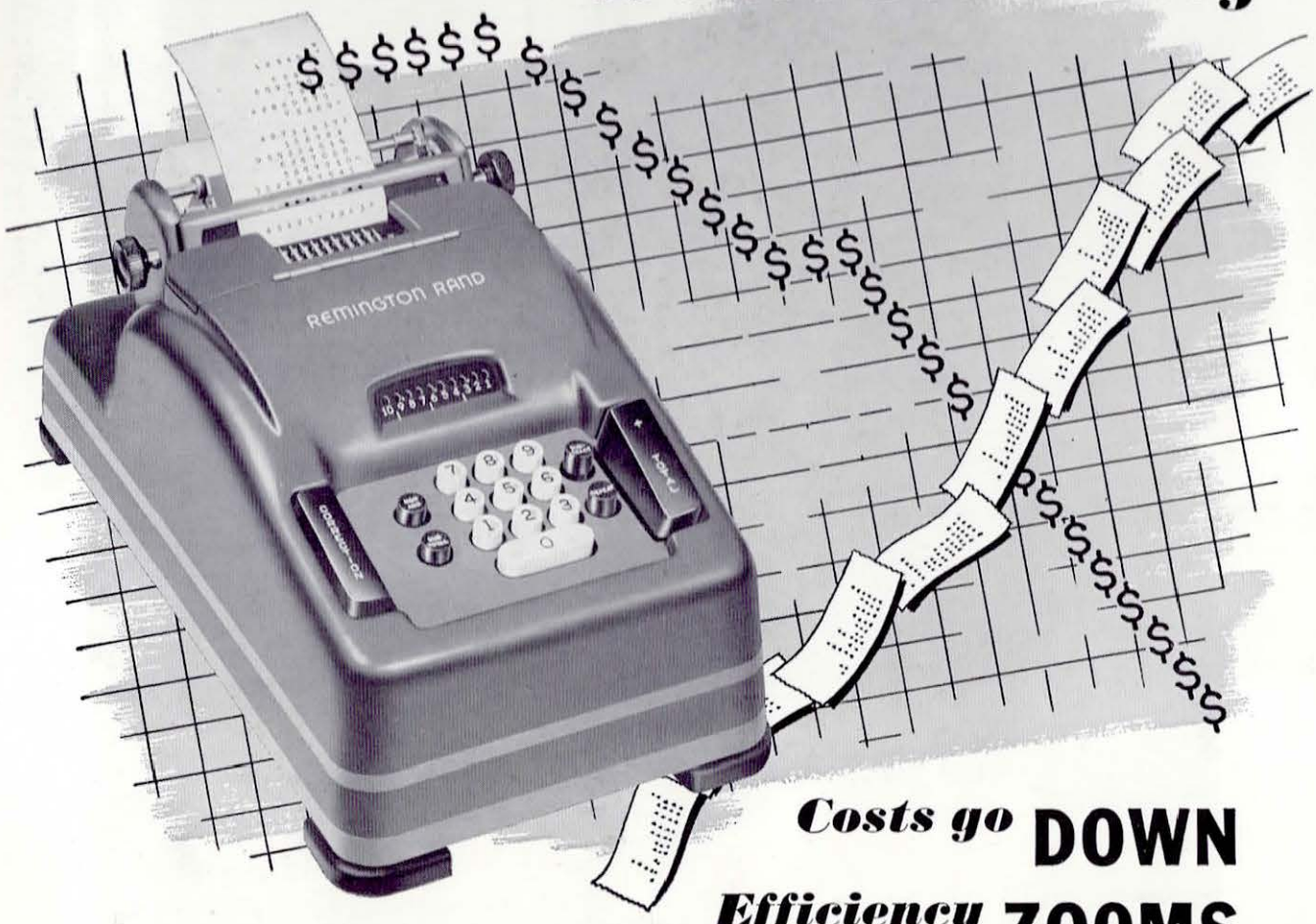
by a.c.f.

AMERICAN CAR AND FOUNDRY COMPANY, NEW YORK • CHICAGO • ST. LOUIS
CLEVELAND • PHILADELPHIA • WASHINGTON • PITTSBURGH • SAN FRANCISCO

Wheel Foundries in BERWICK, PA. • HUNTINGTON, W. VA. • ST. LOUIS, MO. • CHICAGO, ILL.

"It figures...

to Save You Money"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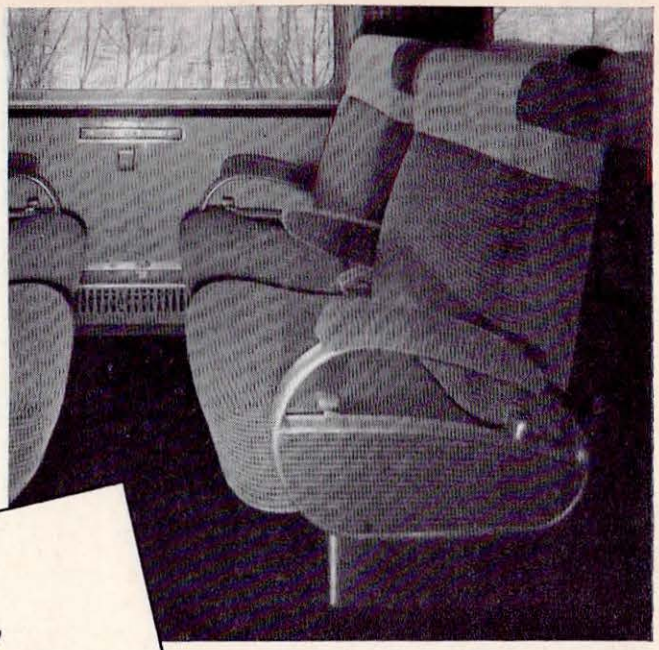


Airfoam *cushioned seats by Coach and Car Equipment Corporation, S. Karpen Bros., Transportation Seat Company*

Airfoam
SUPER-CUSHIONING BY GOODYEAR
THE GREATEST NAME IN RUBBER

that's the ticket!

—for a long-wearing, super-comfortable seat

HERE you see three different types of **Airfoam** cushioned seats recently installed in new and modern coaches.

They differ in style and design. They're alike in their superb comfort, in the long, trouble-free service they provide.

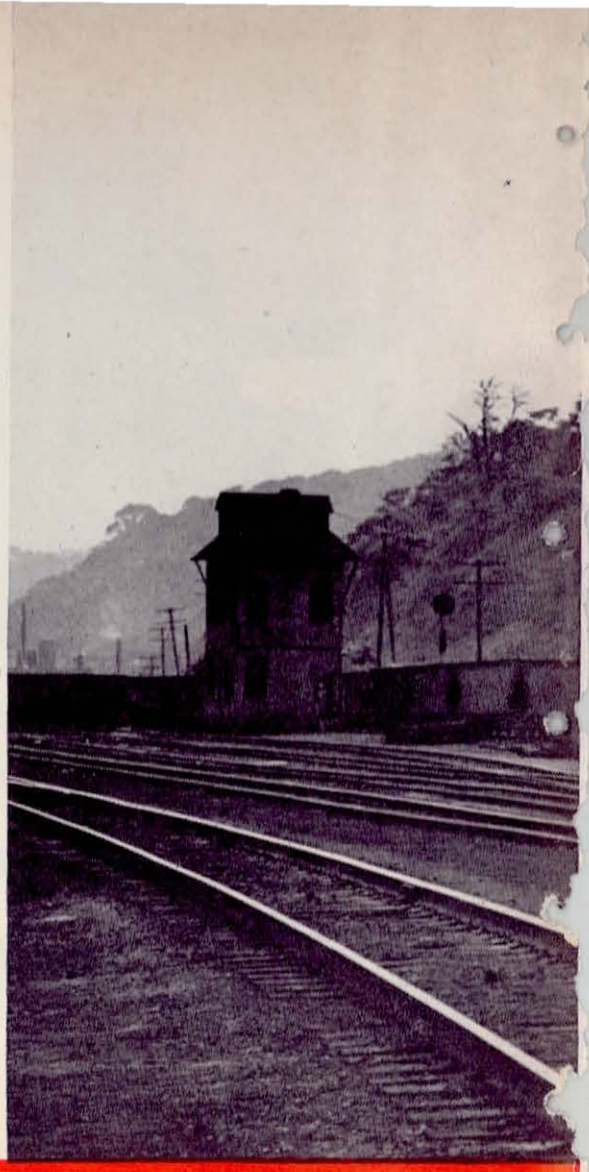
Airfoam cushioned seats keep their shape and buoyancy, even under the severest traffic conditions. They don't sag or lump up—reduce maintenance costs to a minimum. The nation's leading railroads will testify to this.

No wonder more and more roads are specifying **Airfoam** cushioned seats in new cars, or refurnishing present equipment with them. This nationally advertised, wonderfully comfortable cushioning is one of the best good-will builders any railroad could have. For full information and prices, write: Goodyear, Airfoam Dept., Akron 16, Ohio.

We think you'll like "THE GREATEST STORY EVER TOLD"—Every Sunday—ABC Network

Airfoam—T.M. The Goodyear Tire & Rubber Company

Union Railroad hauls more tonnage per train with Baldwin 1500-hp. 6-motor diesels



The Union Railroad Company, in February of this year, reached the half-way mark in its dieselization program. With the diesel-electrics now on order it will have achieved 80% conversion to diesel power by the summer of 1950, with complete conversion scheduled for a later date.

The Union Railroad purchased its first Baldwin diesel-electric locomotives in 1940.

Their most recent diesels are Baldwin 1500-hp., 6-motor road switching locomotives, seven of which were placed in service early in 1949. Five more of this same type are now on order.

An official of The Union Railroad Company states: "These particular locomotives, because of the traction motors and heavier weight, enable us to pull four to five hundred tons more per train and so release some of the larger steam engines".

BLW THE BALDWIN GROUP

BALDWIN

LOCOMOTIVES

The Baldwin Locomotive Works, Philadelphia 42, Pa., U. S. A. Offices: Boston, Chicago, Cleveland, Houston, New York, Philadelphia, Pittsburgh, San Francisco, Seattle, St. Louis, Washington. In Canada: Canadian Locomotive Company, Ltd., Kingston, Ontario.

Mining Gold

FOR THE RAILROADS

When Pullman-Standard Power Track Cribbers start digging . . .

—cribs come clean in seconds . . .

—and track-maintenance costs take a nose dive.

Suppose *we* dig into just one of numerous case histories, and let the results recently reported by a leading railroad system tell their own story . . . of "gold-mining" performance by Pullman-Standard *Power Track Cribbers*.

DATA FILE "X"

CRIBBING WITH POWER TRACK CRIBBER

Type of ballast: hard, cemented rock.
Single-track operation.
Total cribs cleared: 10,108.
Cribs per minute: 1.8.
Time per crib: 32.8 seconds.
Labor cost per crib: 13.8¢.
Labor cost per mile: $430.00.

COMPARISON WITH HAND CRIBBING (estimated)

Labor cost per crib: 61.5¢.
Labor cost per mile: $2,000.00.

SAVING—MACHINE vs. HAND CRIBBING

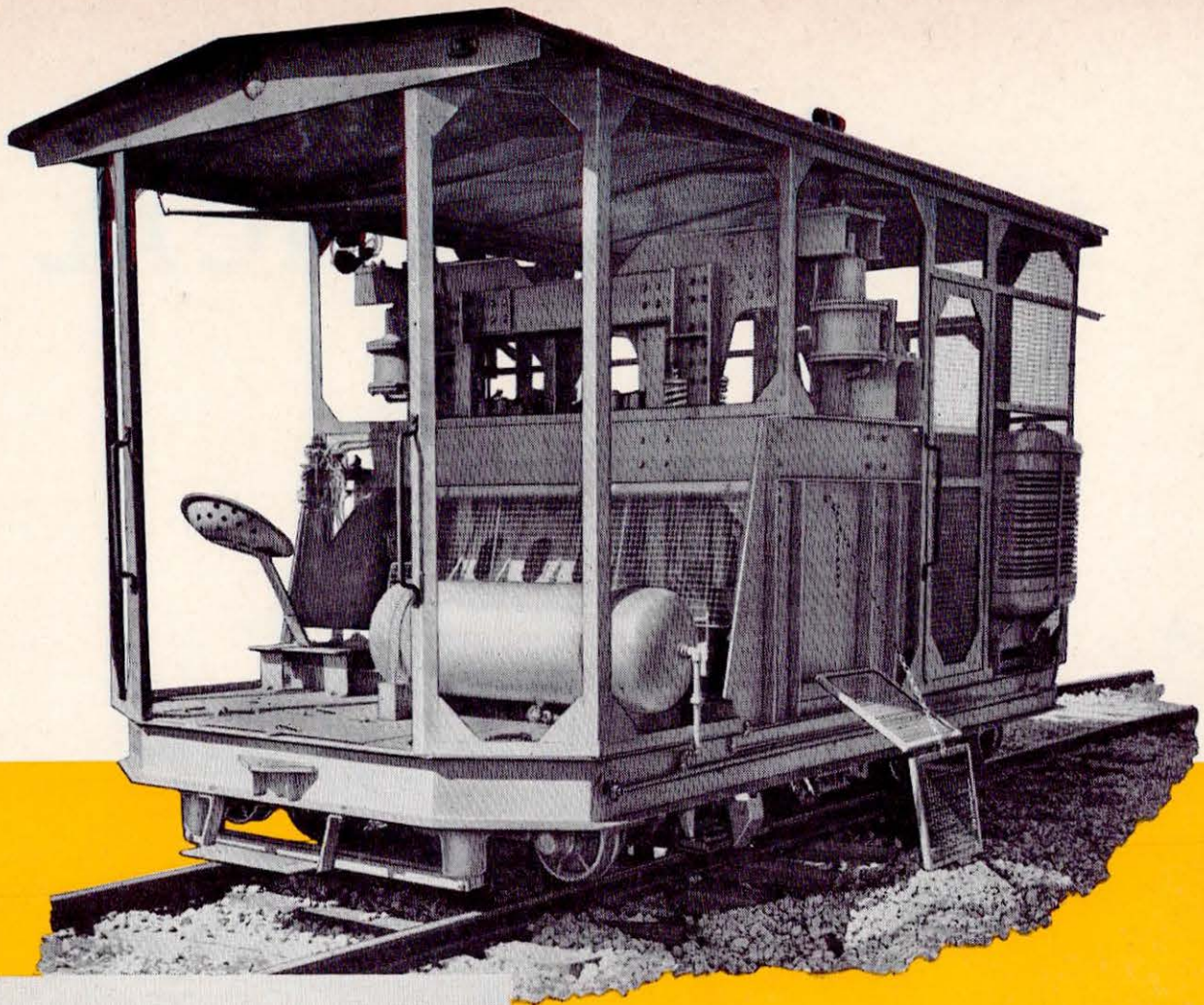
In labor cost per mile: $1,570.00 (78%).

You'll want this fact-filled brochure

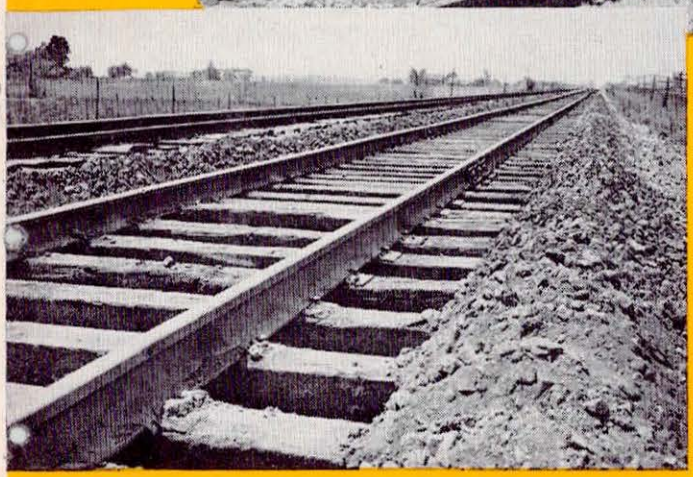
"Track at Its Level Best" clearly explains the construction and operation of the Pullman-Standard Power Track Cribber, Ballast Cleaner, and Power Ballaster (tamper). 24 pages: profusely illustrated; data-file size. Let us send you a copy.

Mechanized track maintenance with Pullman-Standard equipment offers *proved economies*, to set against increased wages and the 40-hour week. The Pullman-Standard Power Track Cribber *alone* can effect great savings—and its teammates, the Ballast Cleaner and the Ballaster, may be used with it, in production-line sequence, to save additional costly man-hours.

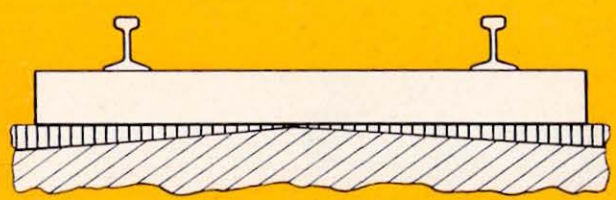
These economies are *facts of record*, in instance after instance. They are worthy of the most careful consideration in any railroad's current budget planning. Further information will be gladly supplied.



Powered by a 100-h.p. gasoline or Diesel engine, the Pullman-Standard Power Track Cribber travels to and from location at a speed of 25 miles per hour. Power-operated jacks and transverse wheels permit complete setoff in from three to five minutes.

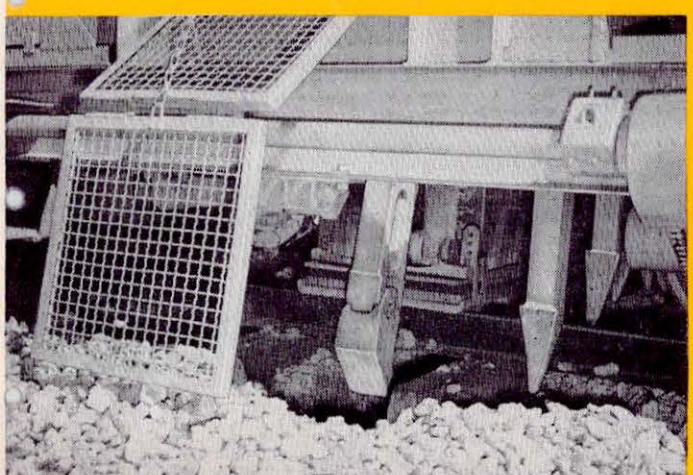


Railroads operating Pullman-Standard Power Track Cribbers think in terms of *mileage* instead of footage. Typical performance—1.8 cribs per minute.



To restore proper drainage, the Power Cribber cuts a uniform profile, level with the tie base at the center and sloping to 3½ inches below the tie ends.

Double action! While digger bars are clearing out one crib, the "pile-driver" impact bars shown at right are loosening the ballast in the crib ahead.



Pullman-Standard

CAR MANUFACTURING COMPANY

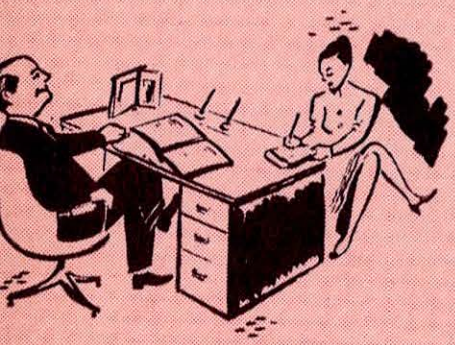
POWER BALLASTER DIVISION

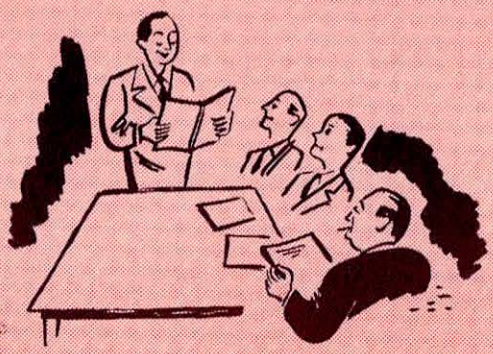
79 East Adams Street, Chicago 3, Illinois

BIRMINGHAM 3, 1004 First National Building • CLEVELAND 15, 907 Midland Building
PITTSBURGH 19, 1115 Gulf Building • NEW YORK 17, 52 Vanderbilt Avenue
WASHINGTON 6, D. C., 1025 Connecticut Avenue, N.W.

SAN FRANCISCO SALES REPRESENTATIVE: MARK NOBLE

1950 STATISTICAL

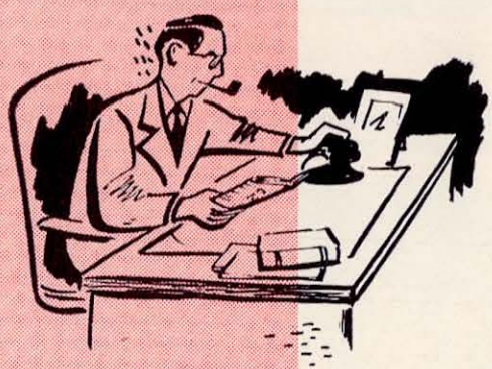




It's first with the authoritative report on 1949 railway operations.

It's first with a reliable forecast of 1950 railway trends.

It's first with detailed statistics on 1949 railway orders, purchases, installations, deliveries, earnings.



SPEARHEAD YOUR 1950 RAILWAY

AND OUTLOOK NUMBER

January 7 Issue

will carry your sales message into the thick of 1950 railway planning!

Basic material for railway planning will be the authoritative facts and figures in the 1950 Statistical and Outlook Number of *Railway Age*.

For, on January 7, right at the start of the year, this famous issue will be on its way to railway executives all over the country with a complete report on 1949 operations and a thorough-going analysis of 1950 prospects.

Crammed with valuable statistics—furnished by the railways especially for *Railway Age*—compiled and interpreted by railway experts, this is an issue that's sure to be eagerly sought after, carefully read and constantly referred to throughout the year to come.

Yes, in conference rooms, in executive offices, at the desks of railway management, the Statistical and Outlook Number of *Railway Age* is prominently "in the picture" as the standard authority.

And manufacturers' product data will be "in the picture", too, in the advertising pages of this basic reference issue.

When railway men are weighing the results of 1949 and prospects for 1950—that's the time to tell them about products that help lick their problems.

Plan *your* pages now in the Statistical and Outlook Number, as part of a year-around sales campaign in *Railway Age*.

RAILWAY AGE

A Simmons-Boardman Publication

Closes

AGE CAMPAIGN WITH THE STATISTICAL AND OUTLOOK NUMBER

Dec. 21

CREATING *nothing* TO ASSURE LONG LASTING SERVICE

QUAKER HOSE IS VACUUM "PRE-TESTED" FOR STRENGTH OF WALLS . . . DURABILITY IN RUGGED RAILROAD SERVICE

If it has the Quaker trade-mark, it must be right . . . each type of hose must meet rigid "pre-tests" before it is shipped for actual service. Scientific pre-tests that subject hose to torture-tests more severe than will ever be encountered in railroad service are conducted right in Quaker's plants.

One of these steps in "pre-testing" Quaker Hose is shown above. A vacuum test that puts Quaker Hose through the paces to provide rubber products for the railroad industry that are second to none in quality.

This is only one of the eighteen rigid tests that raw materials and finished products must pass before receiving the Quaker stamp of approval. Yes, "pre-testing" of Quaker belting, hose and packings provides quality and long service . . . assures worthwhile dividends for you through less time-outs for maintenance, higher efficiency, lower operating costs.

PACKINGS THAT PRESERVE POWER

Quaker piston rod packings are pre-tested for size, shape and quality to assure perfect fit, long service, maximum power.

BELTS THAT BOOST POWER

Quaker's complete line of transmission belting for railroads is pre-tested and service proved to provide sure-grip . . . slip less . . . save power.

QUAKER RUBBER CORPORATION

PHILADELPHIA 24, PA. • New York 7 • Cleveland 15 • Chicago 16 • Houston 1

Western Territory

QUAKER PACIFIC RUBBER CO. • San Francisco 10 • Los Angeles 21 • Seattle 4

QUAKER

RUBBER PRODUCTS

QUAKER RUBBER CORPORATION · PHILADELPHIA, PA. · QUALITY SINCE 1885

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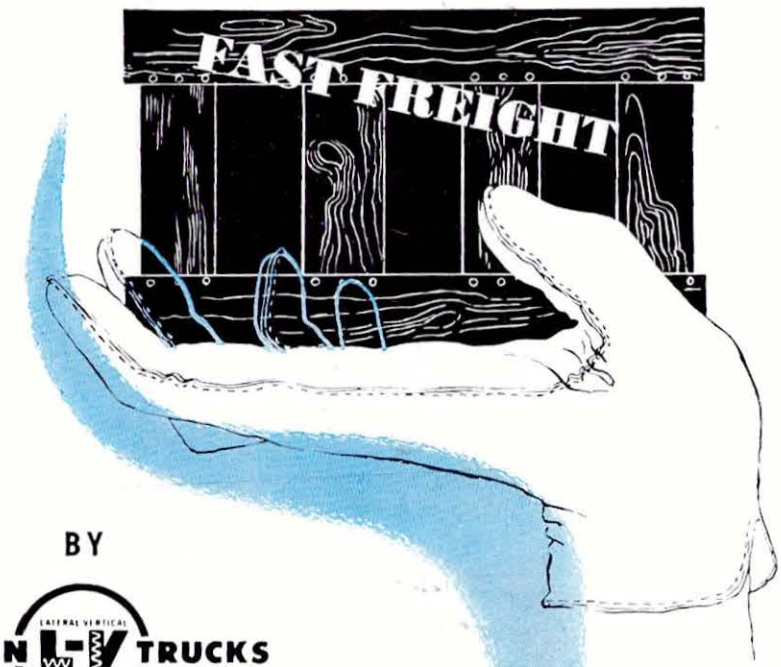
KID GLOVE TREATMENT FOR FAST FREIGHT

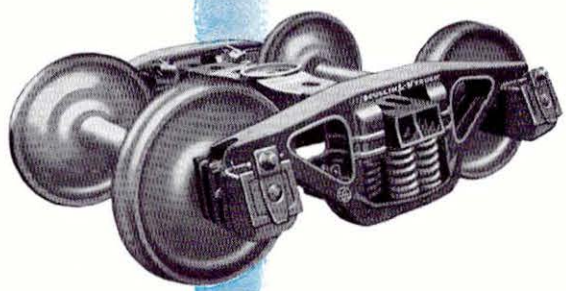


BY

SCULLIN L-V TRUCKS

LATERAL VERTICAL CUSHIONED MOTION

THEY PROTECT FROM LATERAL AND VERTICAL SHOCKS



SCULLIN STEEL CO.

SAINT LOUIS 10, MISSOURI

NEW YORK • CHICAGO • CLEVELAND • BALTIMORE • RICHMOND, VA. • MEXICO CITY, D.F.

"A Dispatcher's DREAM!"

THE ALCO-G.E.
1500 ROAD SWITCHER

Alco GE

AMERICAN LOCOMOTIVE

. . . said the Superintendent

CAROLINA & NORTHWESTERN RAILROAD ELIMINATES ALL STEAM POWER . . .

ALCO-G.E. 1500-HP ROAD SWITCHERS HANDLE ALL ASSIGNMENTS

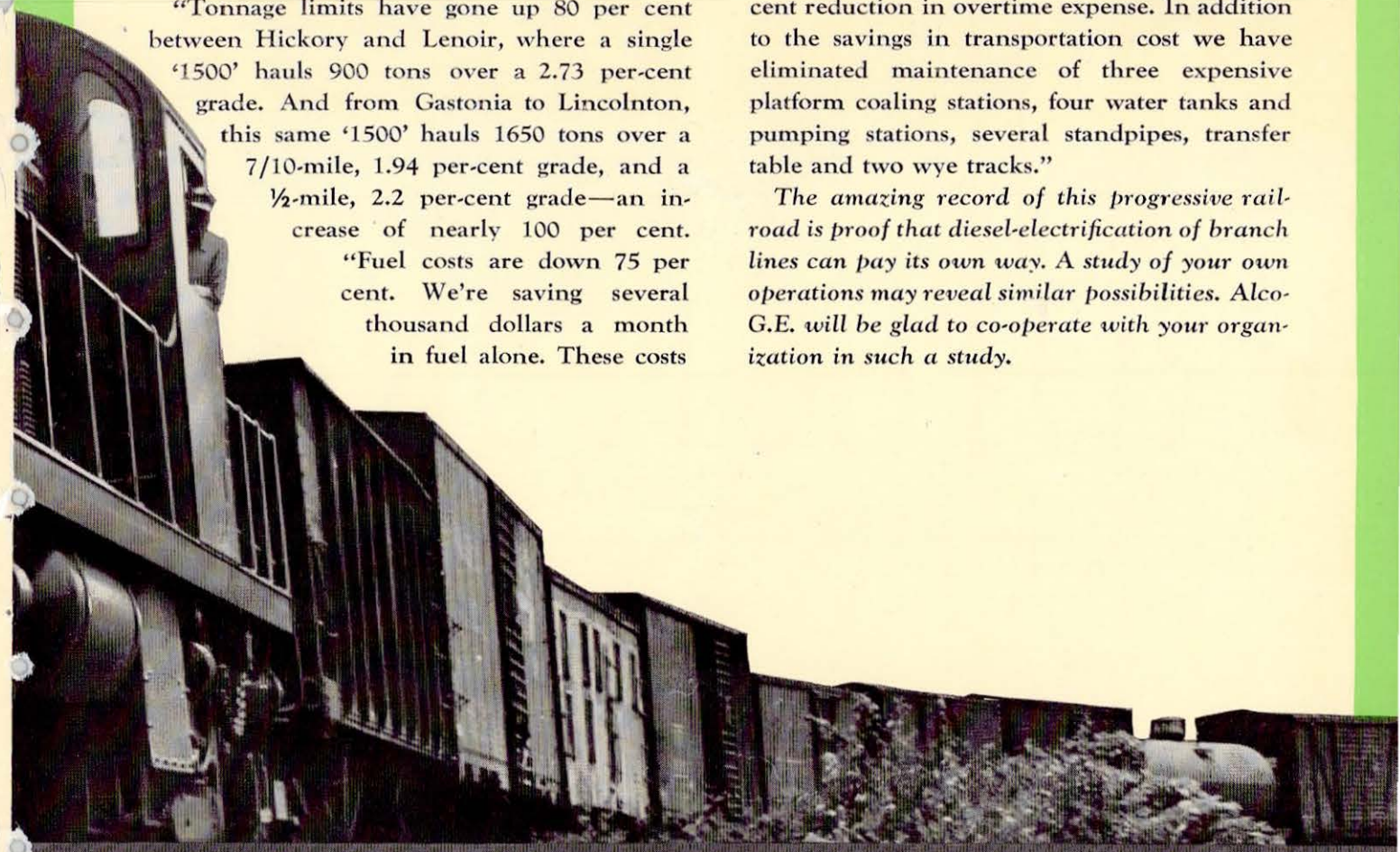
"NO MATTER what the job," says the Superintendent of the C. & N. W., "our four Alco-G.E. road switchers can handle it. It's no longer a matter of what class of locomotive is required to handle a given job. Our Alco-G.E. '1500' class road switchers, used singly or in multiple, handle *all* our freight and switching jobs. They're three times more efficient than our replaced motive power—one road switcher can do the work of two of our old steam units in forty per cent less time. And why not, when they show an average availability of 98.7 per cent?

"Tonnage limits have gone up 80 per cent between Hickory and Lenoir, where a single '1500' hauls 900 tons over a 2.73 per-cent grade. And from Gastonia to Lincolnton, this same '1500' hauls 1650 tons over a 7/10-mile, 1.94 per-cent grade, and a ½-mile, 2.2 per-cent grade—an increase of nearly 100 per cent.

"Fuel costs are down 75 per cent. We're saving several thousand dollars a month in fuel alone. These costs per revenue ton mile have dropped from .0029 cents to .00089 cents. While we have not had any heavy maintenance in the seventeen months of diesel-electric operations, we are satisfied that in years to come, the over-all average cost will be much less than with the 13 steamers which the four '1500's' replaced.

"Because these '1500's' haul more pay-load in less time, we don't have to 'double' hills often, 'extras' are reduced practically to zero, and, of course, stops for water or fuel are eliminated. This accounts for an additional 40 per-cent reduction in overtime expense. In addition to the savings in transportation cost we have eliminated maintenance of three expensive platform coaling stations, four water tanks and pumping stations, several standpipes, transfer table and two wye tracks."

The amazing record of this progressive railroad is proof that diesel-electrification of branch lines can pay its own way. A study of your own operations may reveal similar possibilities. Alco-G.E. will be glad to co-operate with your organization in such a study.

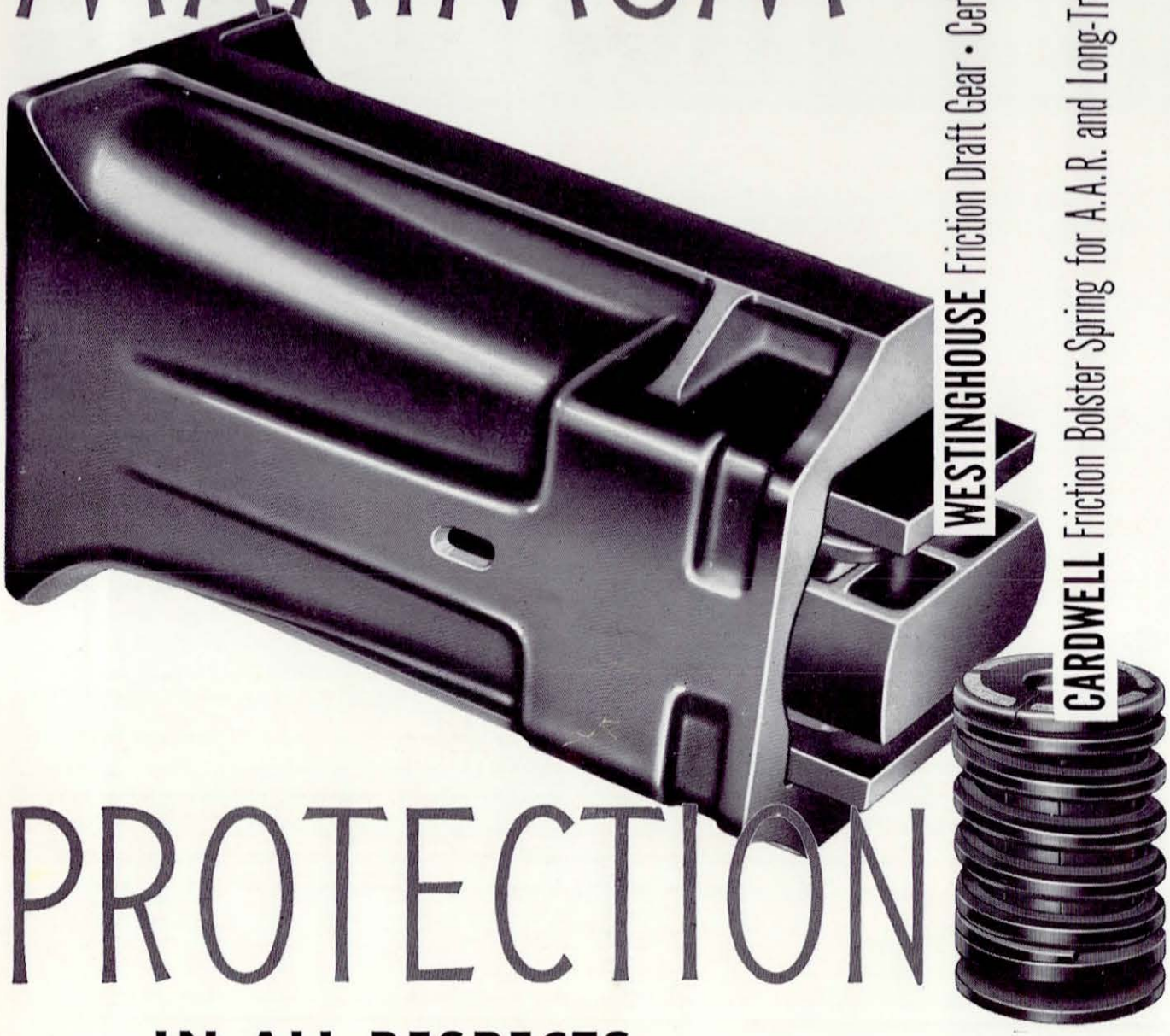


IN CANADA Alco GE IS MLW GE

and GENERAL ELECTRIC

113-283

MAXIMUM



WESTINGHOUSE Friction Draft Gear • Certified A.A.R.

CARDWELL Friction Bolster Spring for A.A.R. and Long-Travel Springs

PROTECTION

IN ALL RESPECTS

Cardwell and Westinghouse shock-absorbing devices protect rolling stock against excessive horizontal, vertical, lateral and angular forces. They are designed with a high factor of safety, resulting in capacities well above the requirements.

Over 98% of the cars in freight carrying service are A. A. R. construction and over 96% have Friction Draft Gears.

Cardwell Westinghouse Co., Chicago
Canadian Cardwell Co., Ltd., Montreal

2711

The Good Word Gets AROUND!

Over 160,000 A.S.F. Cast-Steel Unit Brake Beams are now at work, without a *single case* on record of structural failure or of maintenance due to wear in fair service.

This modern, one-piece beam with *integral heads* has amply demonstrated its many important advantages—greater strength; less weight; *lower maintenance*. That's why users tell their friends . . . that's why sales now *lead* the field.

A·S·F CAST-STEEL UNIT BRAKE BEAM

AMERICAN STEEL FOUNDRIES

MINT MARK OF ⬡ FINE CAST STEEL

"On time" connections ... on the I.H.B.

It's 6 A.M. The last car of the consist has just cleared the yard limit board. Just a few busy hours from now, these cars—and hundreds more from all lines entering Chicago—will have been classified, reefers re-iced, other operations completed, and hurried on their way as far as 15 miles to east and west connections.

This is fast freight—5,500 to 8,000 cars in 24 hours! No time for delays—no time for figuring tonnages and locomotive load limits. Just couple on, start fast..keep it moving. And above all—arrive "on time."

This close-scheduled Indiana Harbor Belt service requires the finest in diesel locomotive power—with 24-hour availability. Day or night, you'll find Fairbanks-Morse 1,000 and 2,000 h.p. locomotives doing their part to keep the I. H. B. on a "No-Delay" connecting schedule. Fairbanks, Morse & Co., Chicago 5, Illinois.

FAIRBANKS-MORSE,

a name worth remembering

DIESEL LOCOMOTIVES • DIESEL ENGINES • PUMPS • SCALES • MOTORS • GENERATORS
STOKERS • RAILROAD MOTOR CARS and STANDPIPES • FARM EQUIPMENT • MAGNETOS

WHERE PUBLIC SAFETY COUNTS *MOST* . . .

ONLY THE BEST IS GOOD ENOUGH

Model 10 HIGHWAY CROSSING SIGNALS

Best Buy in Safety

- Operate automatically on the closed circuit principle.
- Force vehicles to a complete stop in time of danger.
- Safeguard against "hidden second train" accidents.
- Model 10 efficiency frequently results in the authorization of faster train schedules.

GET THE ADVANTAGES OFFERED ONLY IN *Model 10*

ACKNOWLEDGED SUPERIORITY—100 railroads use Model 10 Signals and commend their unfailing vigilance at thousands of hazardous crossings throughout the world.

SPECIAL RECOGNITION—Model 10 Signals are the *only* railroad-highway crossing signals in all railroad history to be honored with a Certificate of Merit from the New York Museum of Science and Industry.

POSITIVE PERFORMANCE—Model 10 Signals operate as dependably as semaphore signals . . . and during their 13 years of life-saving service NOT ONE FATALITY has occurred as a result of operation failure on the part of Model 10's.

TIME-TESTED ECONOMY—The real test of economy comes with years of service. Model 10 Signals are engineered to combine permanent peak efficiency with low maintenance cost. Model 10's will always be the *best buy in safety*.

U. S. Pat. Nos. 2,137,196; 2,362,710; 2,372,579. Pat'd in Canada 6-27-39

MODEL 10 HIGHWAY CROSSING SIGNALS ARE THE PRODUCT OF

WESTERN RAILROAD SUPPLY CO.

Designer and Manufacturer of Safety Devices for Railroads

WRITE FOR BROCHURE 748—RA 11

2406-2436 SOUTH ASHLAND AVE.
CHICAGO 8, ILL.

Here's the way Great Northern saved 8,000 lbs per car

Great Northern's car-building program during the past few years has been marked by a noteworthy increase in the use of lightweight design. This road has found weight-reduction, within the limits of the ordinary braking systems, to be highly economical. Low-alloy, high-strength steel, such as Bethlehem's Mayari R, is the material used to provide the weight-saving in these cars.

The figures listed below show how the deadweight of Great Northern's 40 ft 6 in. box cars has been brought down as the use of low-alloy, high-strength steel has increased.

Deadweight	*Materials*
49,000 lb	Carbon steel frame with fir sides.
41,900 lb	Low-alloy, high-strength steel frame with plywood sides.
41,000 lb	Low-alloy, high-strength steel frame, sides, ends, doors.

A considerable tonnage of Mayari R was used in both the 41,900-lb and 41,000-lb cars for Great Northern, just as it has been in thousands of lightweight cars built for other railroads across the nation.

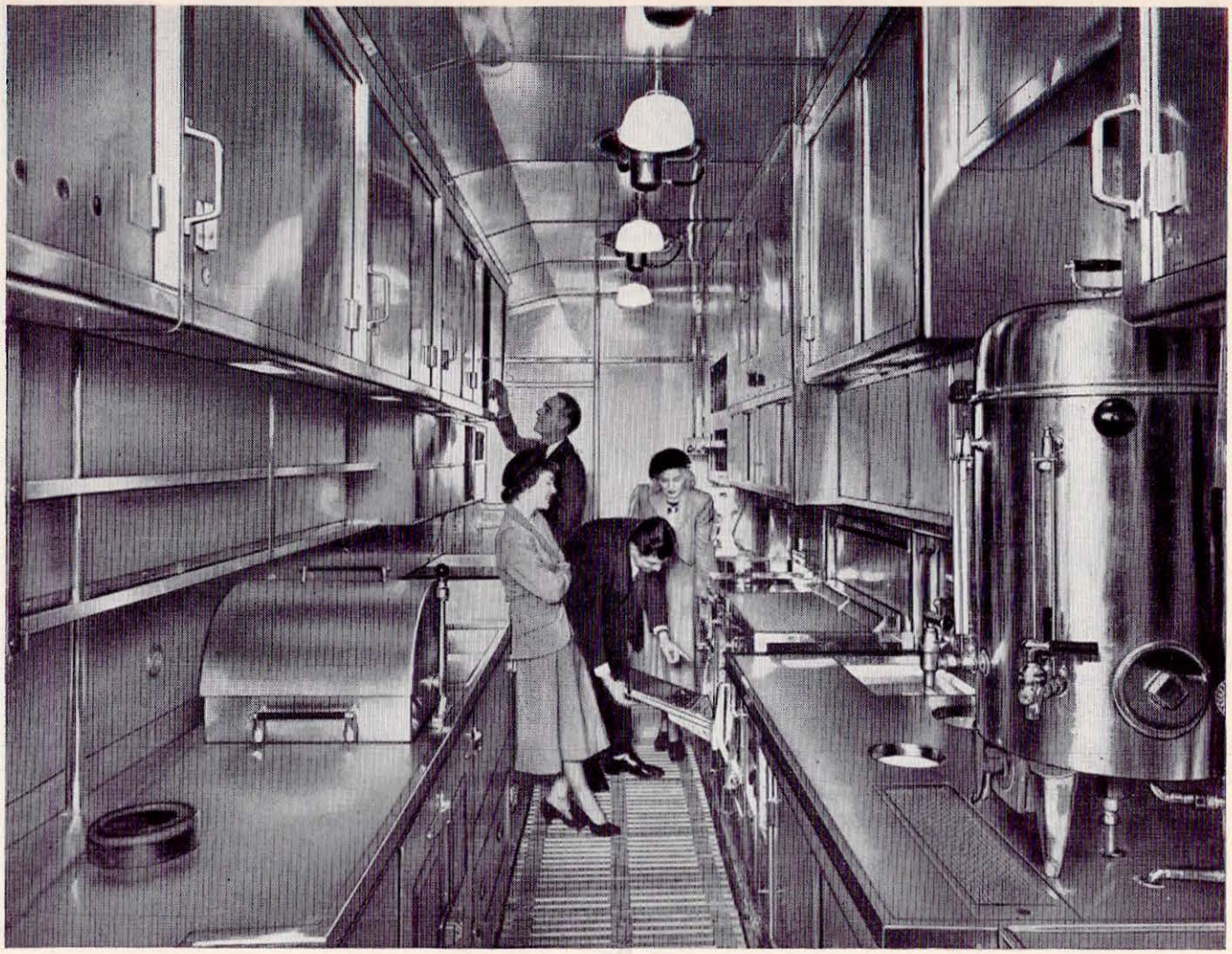
If you would like to have additional information about this versatile, weight-saving steel and its many uses, write for a copy of the new Mayari R Catalog.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by
Bethlehem Pacific Coast Steel Corporation
Export Distributor: Bethlehem Steel Export Corporation

★ BETHLEHEM STEEL ★

Mayari R *makes it lighter... stronger... longer lasting*



This up-to-date galley is all-electric, all-stainless

Railroad passengers and personnel alike can appreciate the advanced features of this modern dining car galley on one of the nation's crack trains. Its stainless equipment and interior are designed and built for greatest efficiency and least possible maintenance.

In this and many other railroad applications, Armco Stainless Steel is a sound choice. It staunchly resists staining and corrosion, gives interiors as well as exteriors a rich, inviting appearance. But more than that, it is strong and durable . . . assures long, economical service. Neither weather nor hard travel affects its hard smooth surface. Cleaning is no problem because simple washing or hosing down makes it shine like new.

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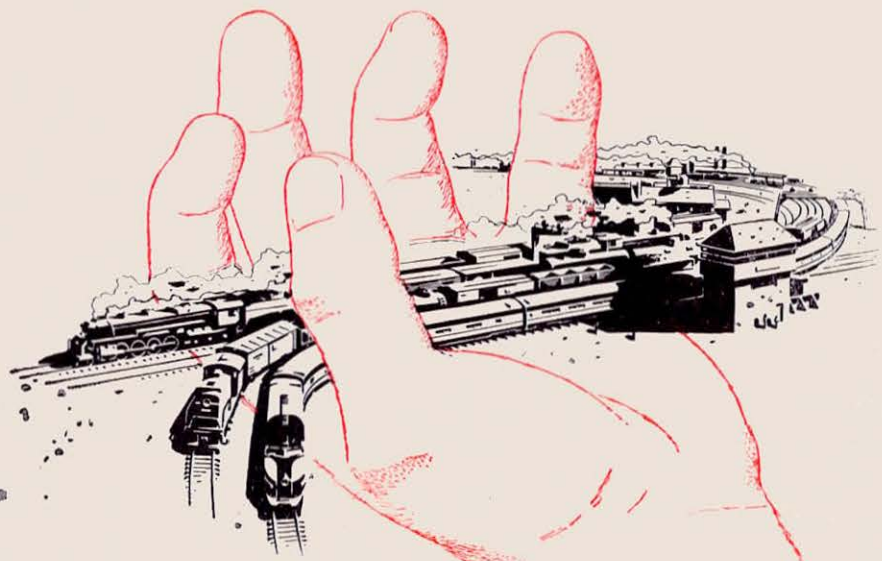

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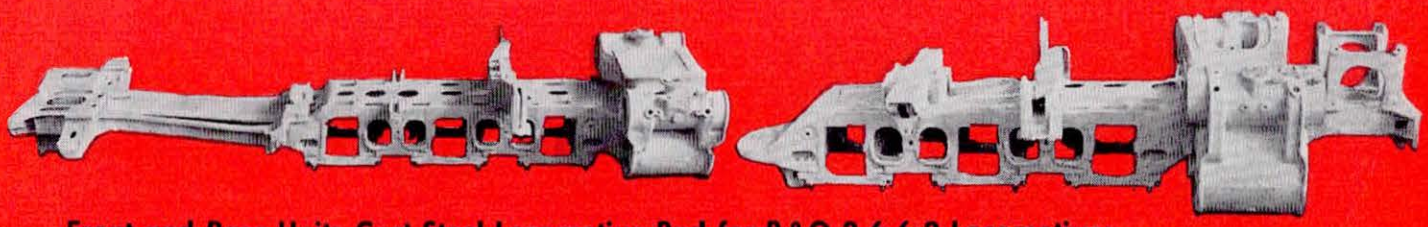

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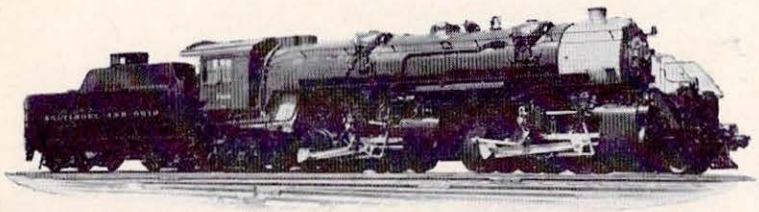
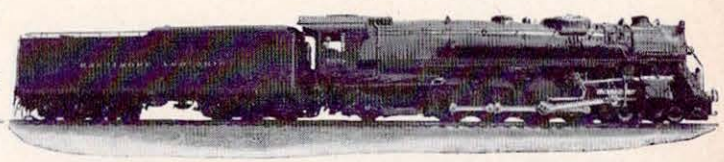


B&O KK-5 COMPOUND MALLET TYPE LOCOMOTIVE



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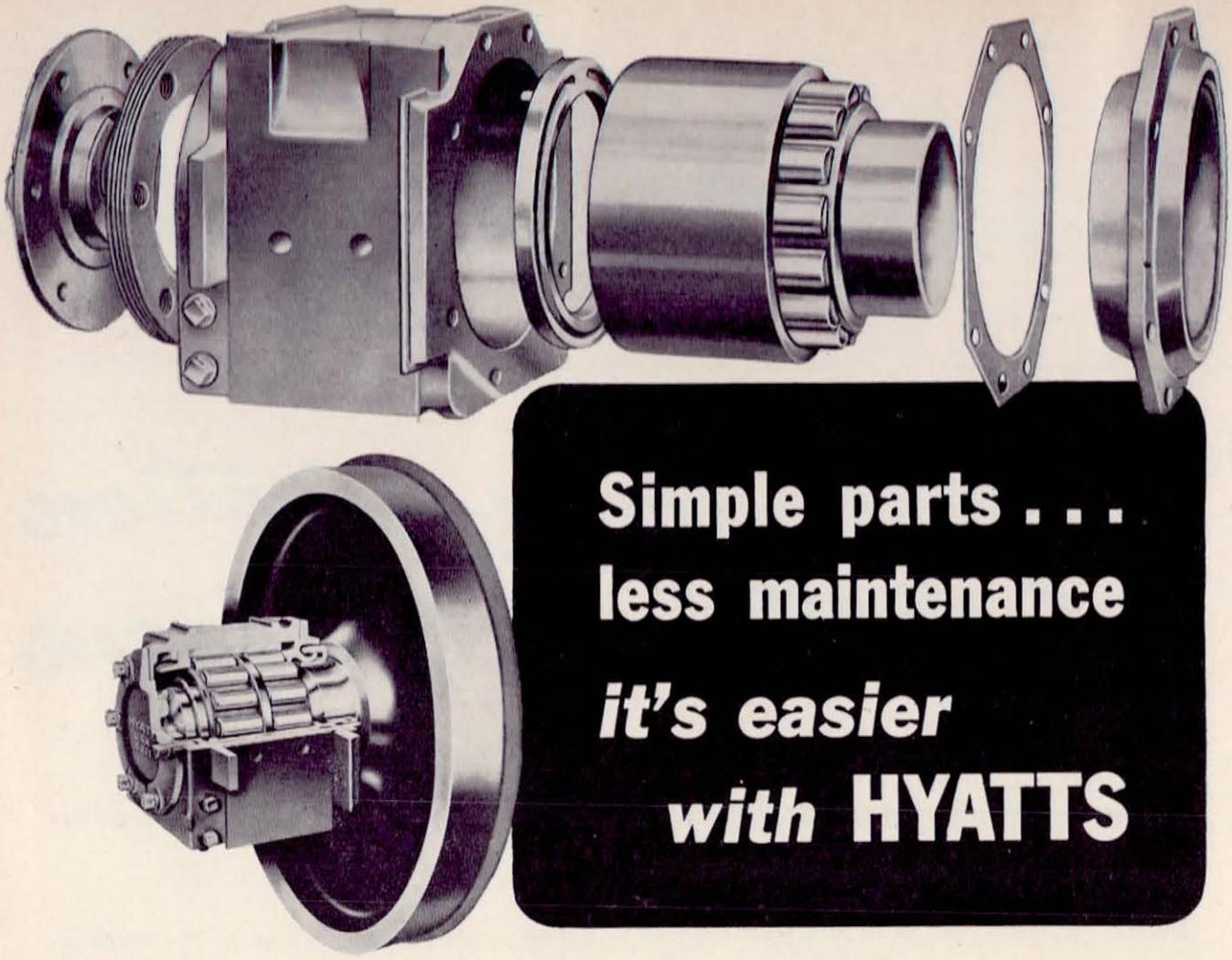

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Vol. 127, No. 22 November 26, 1949

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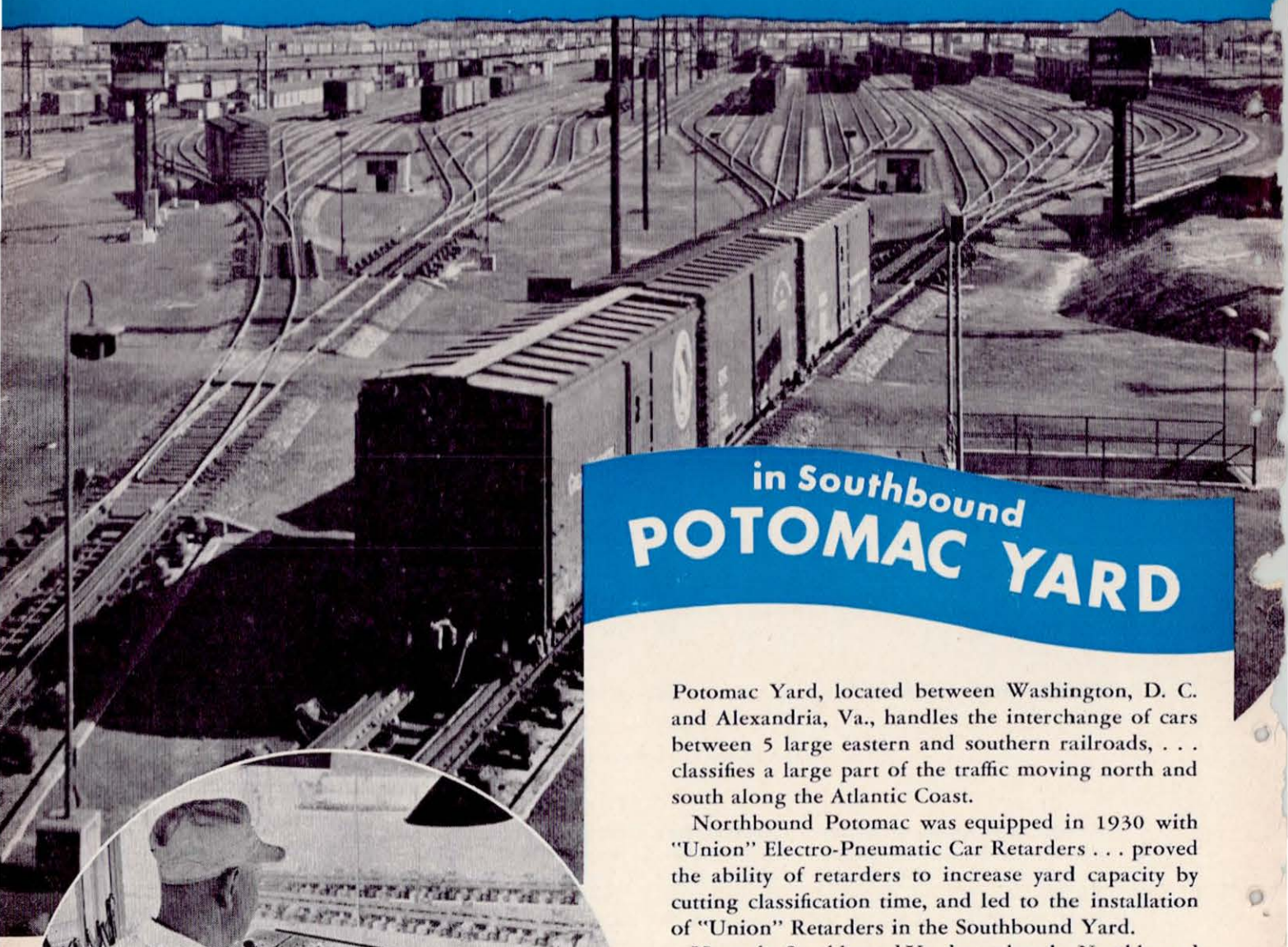

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WEEK AT A GLANCE

WHAT'S THE MATTER—with railroad credit? Why are outstanding railroad securities, as a group, selling in the open market for only 50 cents on the dollar? Why are the railroads, as an industry, unable to raise money for improvement of their properties by selling new securities (other than equipment trust certificates)? The problem is obviously a serious one to railroad managers, stockholders and bond owners. But it is serious also to shippers, who would like the better service that could be provided if new capital were available. And it is equally serious to employees, whose opportunities for advancement and better working conditions are inextricably tied up with their employers' ability to find funds with which to improve both property and service. The whole grave question was the subject of a round-table discussion at last week's New York Railroad Club meeting; the report of it, on page 34, is worth careful reading. And the reasons advanced and the answers suggested deserve careful consideration by anyone who is in any way interested in seeing the railroads remain in good health and in private ownership.

TAX CREDITS FOR PROPERTY IMPROVEMENT? Some form of tax credits for improvements made to railroad property, when they are required to provide better service to the public but cannot be justified on the basis of lower operating costs, was the most striking feature of a six-point plan "to strengthen the railroads" outlined by Ralph Budd in his feature address to the annual dinner of the Railway Business Association at Chicago on November 18. Mr. Budd's address, and the R.B.A. platform, are summarized in the News section.

ARE "COMMON CARRIERS" STILL NEEDED? The original theory of railroad regulation was to prevent "discrimination" between shippers or localities. But today government permits, and openly encourages, such discrimination by every agency of transportation *except* the railroads. The effect of such a hypocritical policy can only be to damage—and perhaps eventually to destroy—the only agency of transportation—the railroads—which performs genuine non-discriminatory common carrier service for all traffic and all communities. Under such conditions, there's good reason to wonder if there is any further need for common carriers. That alarming suggestion, and some of the facts that bring it up, are explored in our leading editorial.

DEFERRED MAINTENANCE—$875 MILLION: Deferred maintenance of $875 million has currently accrued on Class I railroads, according to a recent report of the I.C.C.'s Bureau of Valuation, which is reviewed on page 41.

PORTABLE ICE PLANT: On page 43 is an illustrated description of a new type of portable ice manufacturing plant currently being tested on the Kansas City Southern. Mounted on a standard flat car, the new plant appears to promise improved transportation of perishables by reducing the time and cost of icing them.

TOO MUCH REGULATION: Meeting last week at Chicago, the National Industrial Traffic League agreed that there is "too much regulation" of carriers; that government subsidy "tends to stimulate creation of commercially unneeded transport facilities," and that transport labor ought to do "a fair day's work for a fair day's pay." An account of the meeting begins on page 39.

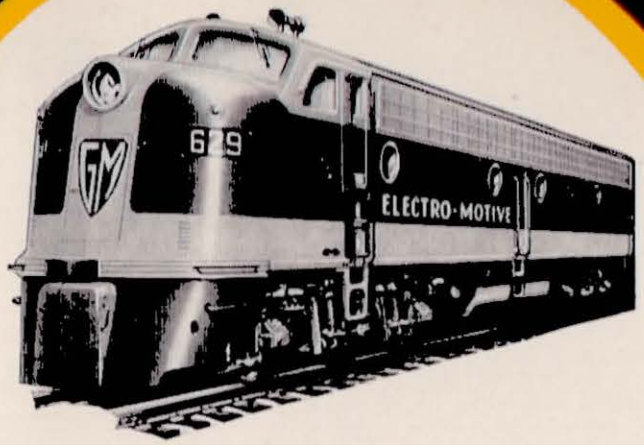
LET'S STOP SUBSIDIZING THE GOVERNMENT: Only one industry—the railroads—subsidizes the government, by carrying mail at less than cost. A suggestion that, perhaps, an elementary step in national policy might be to end such aid to government by railroads was made by A.A.R. President W. T. Faricy following the association's member road meeting in Chicago last week. Car supply and public relations were among topics considered at the meeting, which is reported in the News.

TO REDUCE LOSS AND DAMAGE: Rough handling of cars in yards is, admittedly, a major cause of loss and damage to freight. That such rough handling can best be reduced through education—real education—of yard crews by supervisory employees and l. & d. prevention personnel was the major conclusion reached in a recent meeting at Buffalo. Because the subject is one of recognized importance, the meeting is reported in detail on pages 48-50.

CURRENT CAR PROBLEMS: On Tuesday of this week, Interstate Commerce Commissioner W. J. Patterson addressed the Car Department Association of St. Louis on that subject. His remarks are abstracted on page 46.

FIRE LOSSES: Like loss and damage to freight, destruction of property by fire hurts everyone, benefits no one. Reduction of such losses is a sure and easy way of adding to net income, of making more money available for useful and necessary purposes. The subject of fire losses on fixed property, such as bridges and buildings, is discussed in an editorial on page 33; fire prevention on Diesel locomotives in an article starting on page 44.

MAKING MANPOWER COUNT: How machines can make manpower really count is related in the illustrated feature article beginning on page 36. It tells how a Michigan Central track gang of only 24 men, but armed with four Pullman-Standard power track machines, cleaned ballast and tamped all ties at rates at high as 600 ft. per hr.



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SHOULD THE "COMMON CARRIER" BE DISCARDED?

The Chicago Tribune has proposed that the railroads be freed from rate regulation except to the extent necessary to prevent "favoritism as between customers and localities." The fact is, however, that every other form of transportation discriminates, almost at will, "as between customers and localities." *It is precisely because the railroads are not permitted to match the discriminatory practices of the other forms of transportation that these agencies have been able to divert so much traffic and revenue away from the rails.* If railroad rate regulation is to be liberalized — but not to the extent of giving the railroads the right to meet the discriminatory practices of their rivals — then the legislators might just as well spare themselves the labor of de-regulating the railroads at all; because the increase in freedom would be merely nominal and without practical effect.

Politics Makes the Difference

Take the conveyor-belt project in Ohio, for instance. Its promoters are not offering to haul lettuce, chickens, machine tools, sewer pipe, parcel post, wheat, and passengers, as the railroads do and must. They are not offering to accept freight in 100-lb. lots, as the railroads do and must. They are not offering to serve practically every little hamlet in the state, as the railroads do and must. The contraption they propose to construct is economically suited to the movement, exclusively, of such commodities as coal and ore — and these only in large quantities. Quite likely a railroad operating between the terminals of the proposed conveyor belt — and devoted exclusively to the quantity movement of the commodities the belt is designed to transport — could do the job just as economically as the belt can do it; maybe even more economically. Technologically and economically, the railroads have no superiors and few equals for *any* long-haul freight movement — it is politics, and politics only, which confronts them with serious competitive difficulties.

No railroad is permitted to set itself up as an exclusive carrier, without connections, and to devote its attention to only one or two commodities, and to these only when proffered in large quantities. Instead, to engage in railroading, a corporation is required to handle a lot of small-change business — and, with few exceptions, the railroads are compelled to do their pricing on the comparatively small retail-sized unit of the single carload. They are not permitted to "discriminate" against the shipper who proffers them only one carload of traffic by charging him any more *pro rata* than they do the big shipper who gives them traffic by the trainload. They are forced to "average out" their total costs in "non-discriminatory" rates to small shippers and small communities — so they do not and cannot pass along to the big shipper any of the economies in-

herent in large-quantity movement. The consequence is that the big shipper is tempted to look around for other methods of transportation which are not held up to the moralistic rather than the economic standard of rate-making which is enforced on the railroads.

Effect of Hypocrisy

A great deal can be said in favor of a policy of "non-discrimination" which would apply equally to all forms of transportation — as a social policy for the promotion of little business as against too much bigness — but there is nothing whatever to be said in favor of the *present phony policy regarding discrimination which permits and encourages discrimination all over the map by every agency of transportation except the railroads.* This hypocritical policy has as its only possible effect the tendency to drive out of business the only agency of transportation which is a genuine *common carrier* (serving all traffic and all communities without discrimination)— the railroads.

Students of comparative transportation costs have frequently reported that transportation by rail is intrinsically more economical than transportation by pipe line — but regulation which compels the railroads to charge the same prices as wholesalers of transportation that they charge as retailers has driven the petroleum industry to pipe lines. And, of course, wherever subsidized (i.e., toll-free) waterway transportation is available, there is a perfect heyday for the big shipper who is looking, not only for somebody to help pay his freight bills, but also for wholesale rates which will reflect the economies of the mass traffic he proffers. The railroads look on helplessly when this heavy traffic deserts them because, while they could meet this competition economically, the political prohibition against "discrimination" in railroad rates does not permit these common carriers to meet competition where it exists unless they will make correspondingly low rates in places where costs are higher and where there is, consequently, no competition.

The ironical effect of all this sensitive concern lest the railroads practice "favoritism as between customers and localities" is that it boomerangs against the very customers and localities it is supposed to protect. The discrimination in rates goes merrily on —while, because the railroads are not permitted to match these discriminatory rates, they lose a lot of traffic which would contribute substantially toward their overhead expenses. Since this contribution is not forthcoming, the railroads have no alternative except to collect higher rates than would otherwise be necessary from the traffic of the customers and localities which, perforce, keep their traffic on the railroads. By forbidding the railroads to meet the competition of transport agencies which are permitted to discriminate, the myopic regulators have succeeded only in making the discrimination against the rail-bound customers and localities worse than it would be if no rate regulation existed.

Railroad management owes a duty to the public interest — as well as to its employers — to do a lot more educational work than has yet been done to secure public recognition of the plight of the *common carriers.* If the obligation associated with the "common carrier" status is still necessary in the public interest, then the public interest must obviously also require that common carriers be protected against ruthless competition at the hands of carriers which do not have "common carrier" status. If, on the other hand, there is now so much competition in transportation that the need has vanished for the special protection of patrons which is enforced against common carriers, then why not, in the name of justice and common sense, do away with all rate and service regulation in transportation — and give the most economical agency a chance to give the public the benefit of its superior economy?

Just as an instance of how absurd rate regulation can become, when practiced as an end in itself rather than as a means of serving the public interest — the Interstate Commerce Commission has actually been suspending, in response to the protests of alleged "common carrier" highway transporters of automobiles, proposed rate reductions by the railroads on the movement of new automobiles. As a matter of law, maybe these highway auto haulers are common carriers — but as a matter of ordinary horse sense what kind of "common carriage" is involved in the hauling of a single highly specialized product? How many people would be inconvenienced and by how much if all the auto haulers in the country went out of business — compared to the public inconvenience which would ensue by the suspension of operations of only one big railroad; or by the continued politically ordained impoverishment of the entire railroad industry? Insistence upon rigid maintenance of the "common carrier" status — by procedures which threaten to put the carriers which occupy that status out of business — is so obviously stultifying that any kind of adequate publicity of what is going on should be sufficient to put a stop to such foolishness.

ENOUGH CARS FOR 1950?

Thanks to the slowdown of coal production during the summer, the coal and steel strikes of the fall, and a general slowing up of business throughout 1949, the pressure for freight-car production is off the builders because of the absence of orders from the railroads, and the 10,000-car-a-month goal, of which both railroads and builders were exceedingly conscious a year ago, is now but a memory. Shortages

of open-top cars have been almost nonexistent throughout the current year and since the latter part of September surpluses of this type have been running between 100,000 and 200,000 cars per week. For the first half of the year much the same situation prevailed with respect to box cars. Shortages did not exceed a few hundred and during many weeks were less than 100, while surpluses were large.

These are the indications of a situation in which there has been little immediate need for net additions to the supply of these two large types of cars. Essentially the same situation applies to the smaller groups of refrigerator cars, flat cars, and stock cars.

With the heavy crop movement this fall, however, the situation has changed with respect to box cars and shortages have been running better than 1,000 per week since the middle of July and exceeded 10,000 during the four consecutive weeks beginning with the last week in September. Despite the general laxity of business, heavy crop movements have overstrained the available box-car supply.

But what will be the situation next year? The coal strike will not go on forever. Steel production is already getting well under way. Irrespective of the level of general business during 1950, the effect of the short supply and dammed-up demand, once these industries are freely producing, will change the picture with respect to the supply of open-top cars almost over night, and the effect will undoubtedly be heightened by the stimulus to general business likely to be brought about by normal supplies of fuel and steel.

Is it too much to expect the shortages of 1948 to appear again in 1950? From the weeks ended May 8 to June 26 and again from July 31 to September 4, 1948, open-top car shortages ran over 10,000 per week, and during 33 weeks of the year they were over 5,000 per week. The inadequacy of the box-car supply has been demonstrated this fall, even with loadings in several classes of freight running considerably below those of 1948 and 1947.

Persistent car shortages are not conducive to satisfactory relations between the railroads and shippers; they offer a convenient basis for political attacks which are never helpful in maintaining good public relations. It is already late enough to prepare for the needs of 1950.

Many railway journeys must have been inspired by the study of maps and no doubt could be so still, just as the mere recital of partly fabulous place names fired the enthusiasm of travelers in bygone days. It must be conceded, however, that travelers in bygone days often enjoyed the advantage of a wealthy patron to defray their expenses, whereas today the progressive reduction in the number of eligible patrons is held to be one of the compensations for everything, including travel, costing a great deal more. —*The Railway Gazette (London).*

FIRES CAN BE REDUCED

The railroads as a whole have made great progress in developing techniques of protecting their fixed properties against fire. These techniques include the use of fire-resistant materials, the application of fire-protective means in structures where it is necessary to employ combustible materials, more effective methods and equipment for combating fires once they have started, and advanced methods of educating employees in fire prevention.

Notwithstanding this progress, fires continue to take a heavy toll of railroad property. In 1948, according to figures compiled by the Fire Protection & Insurance Section of the Association of American Railroads, the railroads suffered 6,035 fires that resulted in a loss of $11,033,158. A tabulation of fire losses going back as far as 1919 reveals that the aggregate loss for 1948 is the largest of record, more than three times the loss of $3,273,927 suffered in 1935, which was the low for the period.

In comparing these figures due consideration must be given to the facts that there has been some increase in the mileage of railroad lines reporting fire losses and that a large increase has occurred in costs of property replacement. A rough measure of the latter increase is afforded by the fact that, whereas the average loss per fire in 1935 was $678, this figure had increased to $1,828 in 1948.

On the basis of these figures it would be difficult to justify the statement that actual progress is being made in reducing fire losses on the railroads. Why is it that progress in developing techniques of fire protection and prevention has not been reflected in parallel progress in reduction of fire losses? Does this situation imply that there is need for more widespread application of proven measures for preventing fires?

Highly effective measures have been developed for protecting bridges against fires. Yet in 1948 there were 273 fires in bridges and trestles, which resulted in a total property loss of $883,354, amounting to 8 per cent of the total loss by fire to all types of property.

Some especially effective measures have been developed to protect bridge decks from hot coals, sparks from brake shoes, and similar hazards, yet these causes produced 94 fires in bridges last year, resulting in a total property loss of nearly $177,000. When considering the cost of bridge fires it should be borne in mind that the cost of traffic delays and other factors may far exceed the value of the property destroyed.

Fire-protective measures for bridges as well as other types of railway structures cost money. If, through a desire to economize, a structure is not given the benefit of proven fire-preventive measures, the railroad is in effect gambling with fate—and experience has clearly shown that taking chances with fire is a dangerous business.

What's Wrong with RAILROAD CREDIT?

"Streamlined" management, new approach to problems, needed to offset effects of fluctuating earnings, competition and government hostility, financial analysts tell New York Railroad Club

Railroads must 'streamline' their management as well as their equipment—must find new ways of meeting their problems to substitute for the old ways that have failed for 20 years," Charles L. Bergmann, partner in the New York investment house of R. W. Pressprich & Co., told the November 17 meeting of the New York Railroad Club in the course of a round-table discussion on the question "What is the financial outlook for the railroads and how can it be improved?"

Mr. Bergmann's challenging statement came near the end of the discussion, during his analysis of remedies for the present lack of railroad credit, in the course of which he also said, in part, that "Railroad talk about subsidized competition has been poor advertising for investors. . . . Management must modernize itself and its approach to its problems. . . . It is time to talk less about those problems and more about ways of meeting them—to find a 'new angle' to win public support."

In the latter connection he suggested that the primary emphasis should be placed on "getting the railroads raised" to the level of their competitors, perhaps through some such means as lower tax rates than are applied to non-regulated industries; revision of rate structures; and greater cooperation from railroad labor. "For example," he asked, "has anyone ever considered any plan of profit-sharing with employees who sell transportation?"

Participating in the discussion with Mr. Bergmann were Pierre R. Bretey, railroad security analyst for the New York Stock Exchange firm of Baker, Weeks & Harden, who acted as chairman; Walter H. Fincke, vice-president of the Savings Bank Trust Company; Marshall Dunn, of Wood, Struthers & Co.; and Dr. Charles L. Deering, of the Brookings Institution, Washington, D. C., co-author of the recent Brookings study, "National Transportation Policy." (See *Railway Age* of October 29, page 27.)

Credit Reestablishment Major Problem

"The major railroad problem of today," Mr. Bretey said in opening the meeting, "is the reestablishment of the industry's high credit standing of many years ago. The railroads now have no access to the capital market except through equipment trust financing. Why is their credit so low in view of their progress in reduction of debt and fixed charges, and in improvement of their physical plant?" He later emphasized the credit situation by stating that—although the railroads are still a "growth" industry, which carried more ton-miles in 1948 than in 1929—the total present market value of all outstanding railroad stocks and bonds is only about $8 billion—just over half their $15-billion-par value, and only a little more than one-third of the $23.5 billion which is the depreciated value of the railroad property they represent.

This situation exists, it was pointed out by Messrs. Fincke and Dunn, in spite of many favorable factors. Among these they cited a 20 per cent reduction in debt and a 39 per cent cut in fixed charges since 1940; investment of some $7 billion for additions and betterments to physical plant in the same period; a marked increase in operating efficiency, resulting in part from Dieselization and extension of centralized traffic control systems; fairly constant operating ratios; and the fact that the railroads are handling today more business per unit of population than ever before. As another favorable point, they mentioned the fact that since World War II, "for the first time," the railroads' transportation ratio has been reduced in a period of declining traffic. Doctor Deering, however, called attention to the facts that part of the capital improvement had been "an involuntary contribution" by investors resulting from reorganizations or bankruptcies; and that the physical improvement had occurred in part under the "amortization speed-up" during the war and in part "during the only recent years when passenger business has shown a profit."

What Reasons for Poor Credit?

Nearly every participant in the discussion had one or more reasons to advance for the poor credit position of the railroads in the face of such apparently favorable factors as debt reduction, physical improvement and greater efficiency.

"The thing investors look at," Mr. Bergmann said, "is the decreasing proportion of total transportation handled by rail," although he pointed out in this connection that new agencies of transportation create in

themselves some additional demand. Investors frequently overlook, he also said, that in the past seven or eight years reinvestment of earnings not paid out as dividends has, in effect, put some $3 billion of new "equity capital" into the railroad industry.

Mr. Dunn, however, took a more serious view of competition. "The passenger fare increase," he said in part, "is going to divert the better class business to the air lines, and other business to buses." Waterways, he continued, "get, and will always get, certain kinds of bulk business." Pipe lines he described as "an inevitable development," and for trucks he reserved the term "spectacular competitors—with a business that is big and growing."

The railroads, he said, cannot answer the trucks on such matters as speed of service between many points, or on ability to "run on a 99 per cent operating ratio and not go bust"—because trucks, unlike the railroads, "are not required to furnish and finance all of their own facilities." The basing point decision, he suggested, by "spreading" business, might hurt the railroads by depriving them of some of the long-haul business they have heretofore "counted on."

Mr. Bretey pointed out that the railroad rate structure is "definitely unbalanced," with some groups of shippers subsidizing other groups, and also passenger and head-end traffic. Mr. Fincke called attention to the losses on passenger and head-end traffic and to the lag between increases in costs and in rates. He suggested, however, as the most serious cause of the railroads' poor credit standing the "fluctuation in railroad earnings—the fact that investors, including institutional investors, are afraid of being hurt again by another operation of the 'wringer' in another depression." Mr. Dunn indicated agreement with this by his remarks that railroads "have always done well at the tops of business cycles—the trouble comes at the bottoms, when they are way down."

From 1931 through 1939, he said by way of illustration, Class I roads never had a combined annual net income of more than $220 million. On the other hand, he pointed out that in the 10 years before 1931 and in the 10 since 1939, their net income had never been under $220 million a year. Public utilities, Mr. Bretey added, while having no such favorable record in good years, are still relatively non-competitive, and much more stable, with a constantly growing net. As a result, the public still considers utilities as more of a "growth" industry, and "more intelligently regulated" than railroads.

Situation Serious for Employees

Mr. Dunn also cited "the high railroad wage bill" and "featherbedding" as potent causes of the railroads' lack of credit. While admitting that the railroads "have kept their wage bill pretty well down," he called it "still high per dollar of gross revenue compared to utilities and manufacturing," and said "the size of it has frightened investors." "Featherbedding, too," he added, "frightens people," as does the very alarming possibility of legislation to limit the length of trains or otherwise interfere with efficient railroad operation.

Lack of courtesy by employees, and "toleration" rather than "cultivation" of customers were suggested as other reasons for public refusal to accept railroad securities, as was the feeling held by some people that "railroads are not efficiently run."

The industry's credit situation, Mr. Dunn further said, is a serious one for railroad employees, for further losses in public confidence will mean less opportunity for employment and advancement within the industry. The railroads, he said, "cannot lose any more ground. Government ownership is not the answer. Conditions must be so changed as to improve the situation, and the railroads must become aggressive in seeking such changes."

What Avenues of Improvement?

Mr. Fincke suggested, in the form of questions, possible means of improving the industry's credit situation. "Can unprofitable services be abandoned?" he asked. "Can head-end traffic be made profitable through higher rates or new methods? Can facilities be coordinated? Can parallel lines be jointly operated? Can rates be modernized? Can trainload rates be established? Can taxes be reduced? Can depreciation on way and structures be stepped up without unduly reducing the rate base?"

He was followed by Mr. Bergmann, some of whose comments were quoted in the opening paragraphs, but who also suggested a "grass roots" campaign to "cultivate" local taxpayer groups, and the possibility of support from the armed forces, in view of the railroads' recognized importance to national defense.

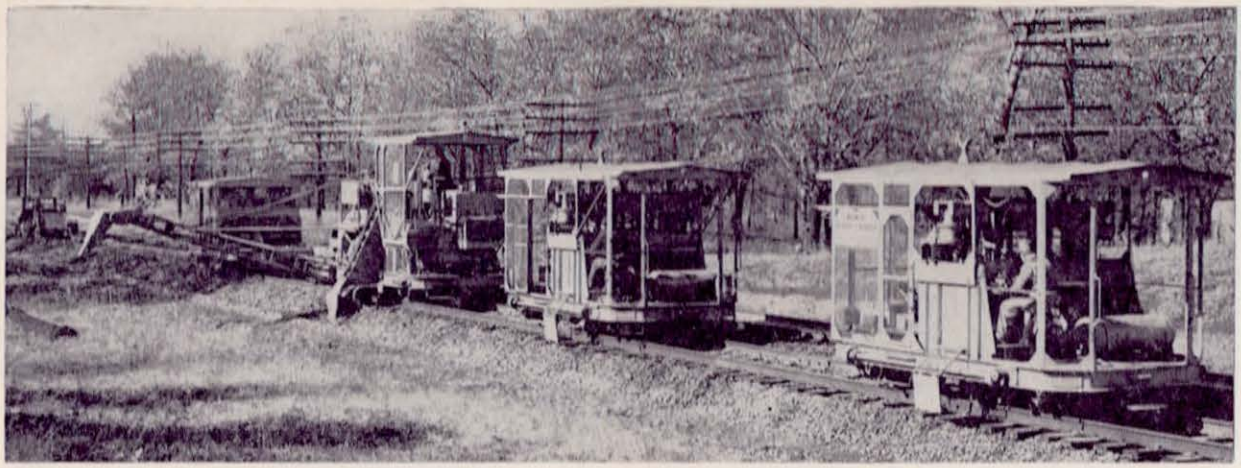
Doctor Deering, in concluding the discussion, said: "There is ample room for modernization of management, of methods and of rate-making.

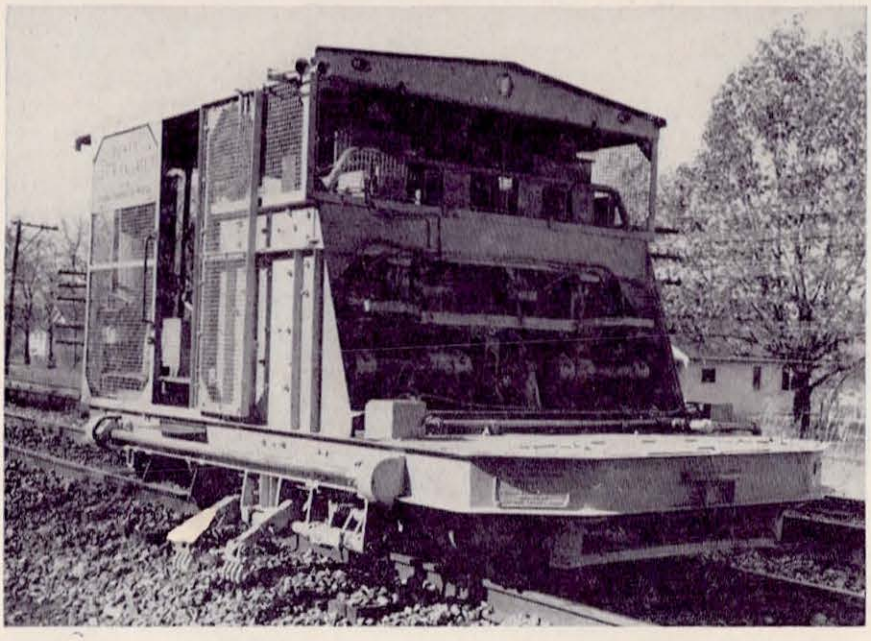
"But even if all that should be done, the railroads would still be in a bad position. We have chosen to provide part of our transportation by public, and part by private, means. The public investment in transportation facilities approximately equals that in railroad plant. As a practical matter, the states will not levy 'equivalent taxes' or provide any 'rate of return' on such publicly provided facilities as highways. The railroads might as well accept that fact and act accordingly.

"A major handicap against the railroads is the deliberate discrimination by government in favor of some transportation and against others. Congress enacts regulatory legislation and also promotional legislation.

"The theory of rate regulation is based on regulation of minimum rates. But in practice that is impossible because cost bases among the different forms of transportation are not comparable. When an industry like the railroads has to pay all its costs out of its rates, against air lines, water lines and trucks, which must pay only part of their costs out of their rates, the rails will either lose traffic or see their rate structure eroded to the point where it becomes unprofitable. The only solution is to make *all* agencies pay *all* costs of transportation through user charges.

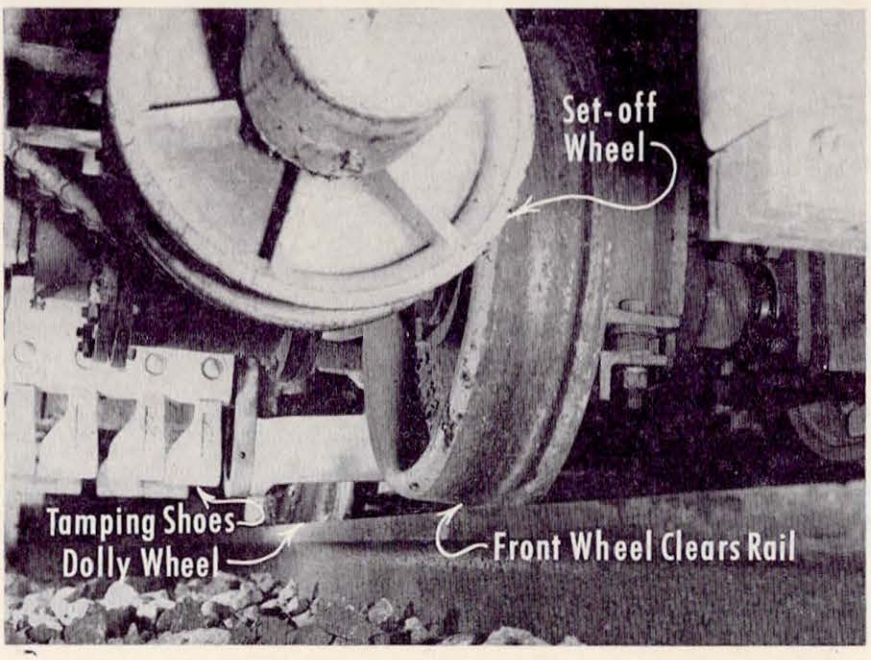
"The states have made some attempt to come somewhere near assessing highway user charges on a somewhat fair basis. The federal government has not. It has made no attempt to exact user charges. The government cannot expect private enterprise indefinitely to obtain risk capital or to supply necessary managerial drive or initiative in an atmosphere which bristles with uncertainty and even hostility."





The four large machines used on this job, which were normally spaced some distance apart when in operation, were brought together so that this picture showing all of them could be taken. From right to left the picture shows the two Power Track Cribbers, the ballast cleaner, the Power Ballaster, and, in the background, the track sweeper

The Power Ballaster used in this work was equipped with dolly wheels (not visible) by means of which the load of the forward part of the machine is transferred from the front wheels to a point about even with the tamping crosshead



This view under the front end of the Power Ballaster on one side shows how the weight of the machine is transmitted to the track by the dolly wheels instead of through the front wheels

Making Manpower Count with MACHINES

Using four large on-track power units, a track gang of 24 men on the Michigan Central cleaned ballast and tamped all ties at rate of 600 ft. per hr.

In renovating a 10-mile stretch of track on the Michigan Central district, New York Central System, near Gary, Ind., the ballast was removed from the cribs, this ballast and the shoulder and intertrack ballast was cleaned, and the track was raised and tamped out-of-face —all of this being done by a gang of 24 men, which moved forward at the rate of 450 to 600 ft. an hour. What made this rate of progress possible with such a limited number of men was the use of four large on-track machines, all Pullman-Standard units, including two Power Track Cribbers, a ballast cleaner, and a Power Ballaster.

This work represented the first occasion on which the three Pullman-Standard power track machines have been worked together as a team. One of the Power Track Cribbers was the property of the railroad, while the other cribber, the ballast cleaner and the Power Ballaster were furnished by the manufacturer. The ballast cleaner was the pilot model of this newly developed machine, which was described in *Railway Age* of August 27.

Improvement in Power Ballaster

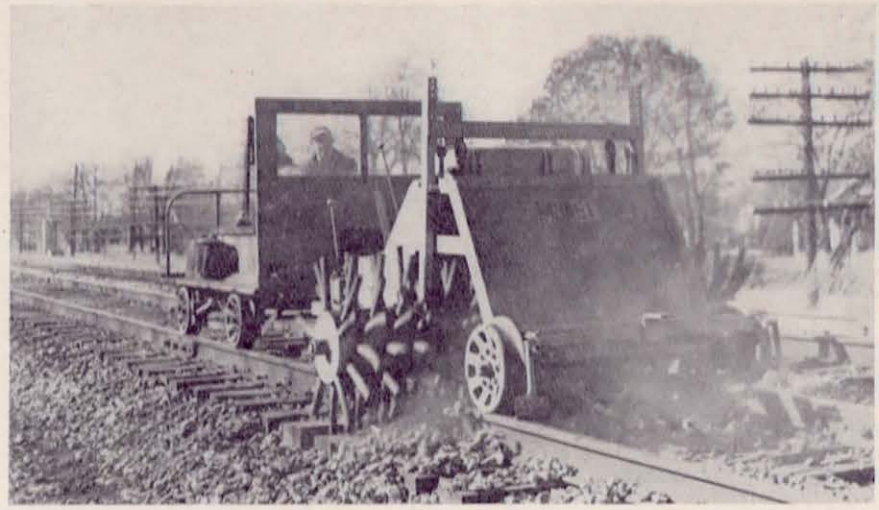
The Power Ballaster used on this job is the first of these machines to be equipped with a newly developed device by means of which the weight of the forward part of the machine, instead of being transmitted through the front wheels to untamped track, bears on the rails only a few inches ahead of the last tamped tie. The purpose of this improvement is to remove the load of the machine, and the consequent vibratory action, from the untamped track immediately ahead of the tamping crosshead, and thereby to secure a higher degree of perfection in the finished track. This device is considered to be particularly advantageous on jobs involving raising the track, since it is expected to obviate the need for supporting the track on jacks until the Power Ballaster has passed over it.

In the work on the Michigan Central a track raise of only about one inch was involved; the principal objective, in addition to cleaning the ballast, being to stabilize the track by tamping the ties out-of-face and to "pick up" any low spots or sags at joints or elsewhere. The work was carried out on the eastbound main track, and during working hours traffic was routed around the section involved to give the maintenance department full use of the track. Leading the procession of machines were the two cribbers, which worked three rail lengths apart. In other words, when the cribber working in advance had finished cribbing a section of three rail lengths it skipped the next three rail lengths, which were then cribbed by the following machine. Any loose ballast left in the cribs by the machines was removed by hand, using hoes and shovels.

Following the cribbing operation the ties were respaced and low joints and other low spots were picked up, and at each such location one or two ties were tamped by a pneumatic outfit consisting of a four-tool Ingersoll-Rand compressor mounted on a push car. Since the rail in this vicinity is to be replaced next year, at which time the ties will be renewed as necessary, no tie renewals were involved in the recent work. Following the tie-spacing and spot tamping work came the ballast cleaner which scooped up the ballast on both sides of the track, passed it over a shaker screen, and returned it to the track, depositing the cleaned material between and outside the rails in the correct proportions. Dirt removed from the ballast was deposited by a conveyor in a windrow along the right-of-way some distance from the track. Following behind the ballast cleaner the Power Ballaster tamped all ties.

Special Track Sweeper

The final unit in this procession of machines was a machine, built by the railroad, which swept loose ballast from the ties into the cribs. This machine consists of a four-wheel carriage on which is mounted a rotating transverse cylinder. To the periphery of the cylinder



By means of this machine, built by the road's own forces, loose ballast left on the ties after the other machines had passed, was swept into the cribs

are fastened a large number of short lengths of air hose. The cylinder is rotated by a gasoline engine through a chain drive. With the machine being pushed by a motor car the rotating broom causes the ballast particles to be swept forward and into the cribs. When not in operation the cylinder is raised so that the hose sections clear the ties by several inches. Several of these sweepers are in use on this road, some of which are self-propelled.

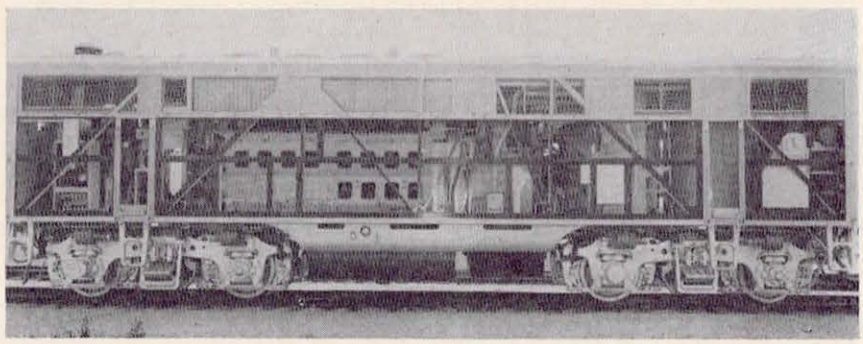
The entire organization involved in this work consisted of only 24 men, including a foreman and an assistant foreman. Four of the men were machine operators, one for each of the large units of equipment. The remainder were laborers, of whom six were engaged in hand cleaning the cribs (three working behind each of the cribbers), four spaced ties immediately ahead of the ballast cleaner, four worked with the spot-tamping outfit, and four helped to distribute the clean ballast as it came from the ballast cleaner.

The weight transfer device with which the Power Ballaster used on this job was equipped incorporates an 8-in. flanged dolly placed at each rail about opposite the tamping bars and only about 18 in. ahead of the last tamped tie.

The dolly at each rail is attached at the lower end of a vertical tubular member that terminates at its upper end in a toggle arrangement that is actuated by an air cylinder. Except when the Power Ballaster is actually in use tamping ties the dollies are in the raised position and do not bear on the rails.

To prepare the machine for the tamping operation the forward wheels are raised clear of the rails by the air-actuated jacks provided for removing the machine from the track. By means of the air cylinder on the shaft of each dolly the shaft is then brought into the vertical position and locked, dropping the dolly wheels to a lower level. The front end of the machine is then lowered until the dolly wheels come into contact with the rails. With the dollies in this position the treads of the forward wheels of the machine clear the rails about ¼ in., with the result that the load is transmitted through the dollies instead of the front wheels.

The work described in this article was under the general supervision of F. H. Simpson, engineer maintenance of way of the New York Central System Lines West of Buffalo, which include the Michigan Central. J. F. McCook, division engineer, Chicago, was in direct charge of the work.



DIESEL EXHIBIT TO TOUR MONON.—A "cut-away" Diesel locomotive, designed and built by the Electro-Motive Division of General Motors Corporation, has been secured by the Chicago, Indianapolis & Louisville for a tour of the college and university towns which it serves. Exhibited by Electro-Motive at the Railroad Fair in Chicago, the unit consists of a standard 1,500-hp. F-3 Diesel locomotive "B" unit with side panels, some machinery covers and doors eliminated, and certain parts of the machinery housings cut away. It shows the flow of power from the Diesel engine through the electric transmission to the driving axles

N.I.T. League Explores Knotty Transport Problems

Some 600 members of the National Industrial Traffic League, meeting in Chicago November 17 and 18, agreed that there is too much regulation of the carriers, that transport labor must give a "fair day's work for a fair day's pay" to aid in thwarting government control, and that subsidization "tends to stimulate the creation of commercially unneeded transport facilities, with resultant inroads upon the traffic of needed facilities." The league tackled a crowded docket representing committee work on the part of 550 of its 1,452 members. At a luncheon meeting on November 17, Dr. Leverett S. Lyon, chief executive officer of the Chicago Association of Commerce and Industry, discussed "The Right Role of Government in a Free Enterprise System."

Dr. Lyon declared that governmental regulation to establish a plane of competition has gone "very far" in railroad transportation. He pointed out that many railroad safety devices are mandatory and that the requirement thereof rests on the view that a "certain degree of safety is desirable in the public interest, regardless of cost, and that no railroad should be permitted to compete advantageously by avoiding what is held to be its social responsibility. I believe arguments for equality in government treatment of all types of carriers will most soundly rest on the theory of establishing a plane of competition."

Discusses Safety Bills

The speaker referred to two so-called safety bills before Congress—S. 238 and H.R. 378—which would grant the Interstate Commerce Commission power to establish "rules, regulations, and practices to promote safety of employees and travelers on railroads." In this connection, Dr. Lyon said: "This is an effort to take certain duties away from private management and give them to the commission. Railroad management, in opposing these bills, is not talking in generalities. It is not asking for the abolition of the Interstate Commerce Commission. It is fighting a specific proposal. This is the kind of opposition that can hope to be effective. This is not firing a rhetorical salvo, damning high taxes and the New Deal, and feeling good because there has been a lot of noise. This is shooting with a rifle. This way a bad bill may be killed."

Dr. Lyon said that there are certain "misuses of government for which we must always be alert," adding that an important misuse is the effort to use government to subsidize, support and protect particular groups of particular industries. During the past two decades there has been an extension of "a competition for hand-outs," he stated. Such "hand-outs," he pointed out, can lead to something perilously close to political corruption of whole industries in that votes can be practically demanded in terms of gratitude for favors rendered.

The following N.I.T. League committees, among others, made reports and recommendations:

Transportation Outlook and Policy.—This committee analyzed various investigations in the field of transportation, declaring that "it would appear that, as things are now shaping up, some important and probably even drastic danger in our regulatory policies will be forthcoming."

The following observations were made concerning government ownership: "Except in certain restricted circles there is no sentiment in this country for nationalization of transportation agencies. But the threat of nationalization is nonetheless present and growing. It comes not from public desire but from economic stress and is especially prevalent as to our railroads. If our railroads come into government ownership and operation the way is paved for similar ownership and operation of other forms of transport. Therefore, all forms of transport are confronted with a serious problem."

The committee also stated: "With each succeeding increase in [railroad] rates there has been increasing diversion of traffic to competing modes of transport. These other modes of transport, as to an ever-expanding volume of traffic, usually afford better service at cheaper rates. Each wave of rate increases has also carried with it restriction of areas of distribution, and added stimulus to the growing trend toward decentralization of industry and elimination of long-haul traffic. The country is confronted with a definite challenge to the existence of railroad transportation as a private enterprise. National interest demands that the challenge be met and met right. The solution, although primarily a railroad problem, is also one in which the legislative and regulatory agencies and the general public have a major responsibility."

Excessive Regulatory Bonds

The committee pointed out, as another cause for loss of rail traffic, the "ever-growing" tendency, especially in regulatory circles, toward "uniformity" in rates and ratings. "Spearheaded by a militant minority, the movement has become almost a religion in certain regulatory quarters. The former concept of rates being made to meet the needs of commerce is fast disappearing and in its place the theory is growing that commerce should be made to fit a rigid rate pattern in which mileage is the controlling factor. That such concept is in the best interest of the country is open to most serious question.

Restriction of commerce can be the only result of this hardening of the arteries of the rate structure."

In connection with the threat of expanded regulation of transportation, the committee observed that "There is good ground for the view that a lessening rather than a tightening of the regulatory bonds would be in the public interest and to the best interest of the regulated. Certain it is that each request for added or greater authority should be examined with care and granted only if there is a showing of pressing need. Regulation should not attempt to 'run the business' of transportation. This is a managerial function that should be scrupulously preserved.

"Although over-regulation may hasten the end of private management, this is not the only governmental menace. An even greater one is the increasing tendency of government to promote some forms of transport over others. . . . Too many of our citizenry give public lip service to private enterprise, but secretly, or even very openly, seek material aid at the government monetary till. To the extent government aids one form of transport over another it creates an unfair and unequal competitive condition and tends to stimulate the creation of commercially unneeded transport facilities, with resultant inroads upon the traffic of needed facilities. This weakens the whole transport system and eases the way to government operation."

This committee commented briefly on the position of labor as it affects the possibility of government ownership or operation of transport facilities. It stated: "Although some labor leaders have announced they favor nationalization, it is believed that the great majority of railroad employees favor continuance of private operation. To them the question may well be posed: To what extent are labor's demands for increased wages, shorter working hours, and pay for work not performed contributing to the financial and operating difficulties of the transport agencies, especially the railroads? That labor is entitled to fair wages and reasonable working conditions, all will readily concede. But when unfair demands are enforced, whether they be in the category of wages or working conditions, or artificial formulas for determining pay checks, which unnecessarily destroy economies of operation, much impetus is given to the movement toward government control. It is in the interest not only of the general public but also of labor itself that a fair day's work be given for a fair day's pay. This fact is too generally overlooked. Betterment of service to the shipping and traveling public should be the watchword of every transport employee. Few employees seem to realize its importance. A general reappraisal by transport labor of its attitude would be of signal public benefit and in the interest of labor itself."

"All-out" Effort Needed

Declaring that transport management is not free from fault in connection with the threat of nationalization, the committee asserted that railroads especially are prone to decry the competitive conditions confronting them without making all-out efforts to meet these conditions. "Like any other form of business, the railroads have a product to sell and under present competitive conditions that product must be as good or better than the product of competitors, and be sold at a price the consumer is able and willing to pay. Otherwise the market for the product is going to continue to shrink."

The league membership, upon request of the Committee on Transport Outlook and Policy, approved the following recommendations: (1) Continued opposition to the establishment of a Department of Transportation under a secretary of transportation; (2) authority to seek a conference with representative vice-presidents of all railroads for the purpose of exploring the solution to the railroads' deficits attributed to the handling of less-carload, "head-end" and passenger traffic; and (3) continued opposition to regulations or restrictions of the right of any commercial enterprise to transport its own goods as an incidental part of its business.

Freight Claims and Claims Prevention.—The membership approved this committee's recommendation that the league foster a program to induce the traffic clubs throughout the country, now sponsoring traffic courses, to include a freight claim and claim prevention course as a regular subject in the curriculum. Approval was also given to action which contemplates at least two meetings yearly between claim representatives of the Association of American Railroads and the league's committee, with the purpose of closer relationship and better cooperation in solving claim problems.

Damage a Management Problem

In another part of its report, the committee observed: "While perfect shipping and other campaigns annually sponsored by the rail carriers, and the present freight claim division setup of the A.A.R., are accomplishing some results, the amount of losses to the railroads and the public have reached such an enormous and alarming sum annually that this responsibility should be placed under the direct supervision of the executive department of the A.A.R." In this connection, the league went on record as favoring a recent proposal made by R. J. Bayer, editor of Traffic World (see *Railway Age* of April 23, page 54), which calls for a unified attack on the problem under the jurisdiction of the president of the A.A.R.

Transportation Instrumentalities and Car Service.—This committee asserted that the increase in the number of bad-order cars, coupled with a "complete let-down" in the placement of orders for new freight cars, is leading to a critical car shortage. It criticized the railroads for what it termed a "drastic reduction of personnel not only in car shops and in general on-the-line and yard maintenance, but also in freight office staffs. The effect of this upon the condition of cars, such as in delayed service, postponed billing, increased turn-around time, difficulty of intelligent tracing, and delays account bad order coupled with notification failures, forms the basis of sound shipper complaints."

The league membership approved a recommendation opposing passage of Senate Bill No. 2626, or other similar legislation, providing for compulsory establishment of joint rates and through routes among common motor carriers, or between such carriers on the one hand and other transportation agencies. The committee on motor carrier rate and classification observed that such a requirement was intentionally omitted from the Motor Carrier Act as originally passed and its addition would "undoubtedly" be opposed by rail carriers now. The

committee held that, since permissive publication of joint rates and through routes now exists, it did not believe the situation should be disturbed pending some settlement or stability of the rate and classification structures of both the rail and motor carriers.

Elected officers of the league for the coming year were: President, I. F. Lyons, traffic director, California Packing Corporation, San Francisco, Cal.; and vice-president, A. G. Anderson, general traffic manager, Socony-Vacuum Oil Company, New York. R. W. Campbell, manager, traffic department, Butler Paper Corporations, Chicago, was re-elected treasurer, and A. G. T. Moore, traffic manager, Southern Pine Association, New Orleans, La., was re-elected chairman of the board of directors.

The 1950 annual meeting of the league will be held in San Francisco, November 16 and 17, with the executive committee scheduled to meet on the 14th and 15th.

Deferred Maintenance Reaches $875 Million

Latest estimate of I.C.C. Bureau of Valuation compares with $560 million a year ago; bureau adopts percentages to express changes in maintenance expense that result from traffic changes

Deferred maintenance in the amount of $875 million has currently accumulated on Class I railroads, according to the latest issue of the "Railroad Maintenance Study" which is made annually by the Engineering Section of the Interstate Commerce Commission's Bureau of Valuation. The previous study, issued last January, put at $560 million the deferred maintenance accrued up to December 31, 1948.

Like its predecessor, which was reviewed in *Railway Age* of January 29, page 21, the present study finds all of the deferred maintenance in fixed-property items. It also carries the usual disclaimer to the effect that it "has not been examined or passed on" by the commission. While it follows the general plan of the earlier studies in arriving at its estimates of deferred maintenance, it has the added feature of an appendix which sets out, by maintenance accounts, percentages which the bureau has decided to adopt "to express the increase or decrease that result from traffic changes."

Traffic's Effect on Maintenance

The adopted percentages are based on the bureau's studies and on discussions with top engineering officers of large railroads. They show that percentages of maintenance of way and structures expenses which vary with the volume of traffic range from 100 to zero, the 100-per-cent account being No. 216, Other Track Material. Other high-percentage accounts are: No. 214, Rails, 95 per cent; No. 218, Ballast, and No. 220, Tracklaying and Surfacing, both 80 per cent; and No. 271, Small Tools and Supplies, 60 per cent. For the road accounts as a whole, the composite figure is 47 per cent.

In the maintenance of equipment group, the composite is 58 per cent, the range being from 90 per cent for account No. 308, Locomotive Repairs, to 15 per cent for No. 331, Depreciation. Percentages of 75 per cent are shown for accounts No. 302, Shop Machinery, No. 314, Freight-Train Car Repairs, and No. 326, Work Equipment Repairs. Fifty per cent is shown for account No. 317, Passenger Train Car Repairs, but this is identified as an estimate, no detailed study having been made.

The fixed-property items in which deferred maintenance is found and the amount in each case are shown in the study as follows: Superintendence, $12,392,000; ties, $254,422,000; rail, $150,902,000; other track material, $165,826,000; ballast, $18,312,000; tracklaying and surfacing, $328,486,000. These figures total $930,340,000, but the bureau deducted $45,432,000 to allow for surplus maintenance in equipment items, i.e., $45,000,000 in maintenance of locomotives other than steam and $432,000 in superintendence. The net figure was $884,908,000 and the bureau adopted the $875 million as a round-figure estimate.

High Costs the Booster

Commenting on the increase above last year, it explains that some of the rise resulted from a change whereby the present study's traffic index was computed on the basis of gross ton-miles per mile of main track maintained, whereas total gross ton-miles was used in previous studies. The "sharp upturn," however, is attributed "primarily" to increased unit costs at which the deferred maintenance must be made good.

"The seven cents an hour wage increase in the latter part of 1948 and the inauguration of the five-day week in the latter part of 1949," the bureau continued, "has

made it necessary to use much higher unit prices in our estimates not only on the deferred maintenance accumulated in 1949 but also in the other years 1942-1948, inclusive. In addition there was a sharp curtailment of tie maintenance in 1949 primarily due to the coal and steel strikes amounting to about $50,000,000."

The latter accounts for nearly half of the $110 million in deferred maintenance which is found to have occurred in 1949 alone. That the bureau is not alarmed by the study's showing is indicated by this statement: "While the $875 million may seem large, it is for a single year less than 30 per cent of the total maintenance expenditures for all accounts and about 65 per cent of all the maintenance of way and structures expenditures. Briefly, it reflects about 8 per cent deferred maintenance in the track accounts only, and, while not a satisfactory situation, cannot as yet be considered as serious."

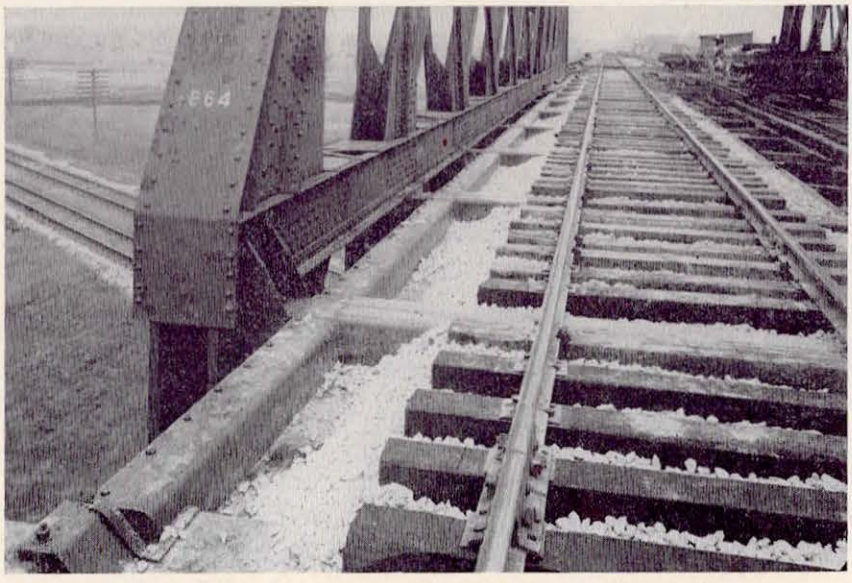
Explaining its failure to find any deferred maintenance of equipment, the bureau says that "deferred capital expenditures" should not be confused with deferred maintenance. "While we appreciate," it adds, "that there is a shortage of freight-train cars which results in cars being kept in service beyond the economic life, the fact that patchwork repairs only are made to such cars does not indicate deferred maintenance. This type of deferred maintenance will eventually be taken care of through retirement when traffic declines or when more new cars are available."

"Deferred maintenance" as used in the study is defined as "an estimate of the expenditures above normal that should be and probably will be made by the railroads in the near future for the necessary labor and materials to make good the present deficiencies in maintenance (repairs and replacements) that are below normal and to bring their status to a 50 per cent condition on the average. . . . This deficiency is an estimated future financial liability against the carrier. . . . It is the excess of below-normal maintenance over surplus maintenance."

As to capital expenditures, the study distinguishes between "deferred capital expenditures" (replacements protected by depreciation reserve), and "deferred capital improvements" (replacements involving betterments). The former were considered susceptible of "reasonably approximate" estimates. Thus the study finds that "little, if any, deferred capital expenditures occur in fixed property accounts," but that capital expenditures for equipment have been deferred in the amount of over $750 million. It is emphasized, however, that there is an offset to this figure in the depreciation reserve "since the over-age cars . . . cause the accumulation of an excessive reserve because of delayed retirements."

Estimates of "deferred capital improvements" were found generally to be "somewhat intangible and almost unlimited depending upon the individual railroad." However, exceptions were recognized in the case of rail and track material for which the study estimates that capital improvements in the way of heavier weight have been deferred in the amount of about $50 million; and in the case of freight-train cars where "it would take $150 million to replace the average type of car reflected in the 'deferred capital expenditures' estimate with the type of car that is currently purchased."

Other discussion in the study includes explanations of its methods which involve detailed chart studies on a dollar basis, except for the track accounts, where it has been found more expedient to use units of property. Adjustments are made to allow for the excess cost of overtime work, to convert to a "common dollar of equal purchasing power," and to reflect the effect on maintenance costs of changes from the "normal" volume of traffic. It was for the latter purposes that the percentages discussed above were adopted by the bureau. Meanwhile, there is no adjustment for "inefficiency of labor" during the war and postwar period. The bureau conceded that such "inefficiency" might have been as high as 15 per cent, but concluded that, "since deferred maintenance is to be made up at some time in the future, we would not be justified in making any adjustment in our estimate for this factor."



WROUGHT IRON DECK REPLACES CONCRETE SLABS. — Decking for this bridge on the Chicago & North Western near Techny, Ill., was converted recently to wrought iron plate, as shown partially completed under the track at left. Deck plates were fabricated in sections and moved to the point of use on push trucks. The concrete slab deck was replaced by only 37 tons of wrought iron plates and bars. Worden-Allen Company, Milwaukee, Wis., was the contractor

Portable Plant Delivers "Cold Ice" at Point of Use

An ice plant on wheels—said to be the first of its kind ever produced—is being tested on the Kansas City Southern as a possible boon to the shipment of perishables. Designed for servicing refrigerator cars, the ice manufacturing unit is mounted on a standard railroad flat car and can be hauled along a railroad line for use at any desired spot. Subject to its performance during trial runs on the K.C.S., other railroads are understood to have made tentative commitments for some 100 of the units.

The mobile plant has been designed and built by R. A. Haas, head of the Haas Ice & Cold Storage Co., Neosho, Mo., who has plans for putting the mobile units into large-scale production with assembly-line methods. He built the original machine on a cost-plus basis for the K.C.S., with other railroads watching its development with keen interest.

Can Speed Shipping of Perishables

If successful, the Haas unit can facilitate refrigeration shipping in several ways. The mobile plant can be coupled to any freight and pulled to the spot where it is needed. It eliminates breaking a train so that a refrigerator car can be taken to an icing station. Trains can be serviced where they stand by pulling the ice-plant car alongside the main line.

The unit is simpler in operation than the present system of shipping ice by railroad car for servicing trains at small stations. The mobile ice plant requires only a tank car of water for supply and is completely automatic. Using Diesel power, it produces 1,000 lb. of ice every 21 minutes, or 25 tons a day. The unit operates 24 hours a day with three men, one for each eight-hour shift.

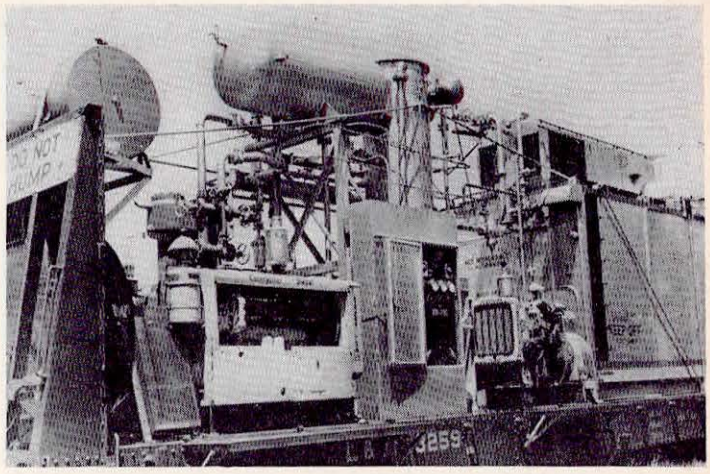
The capacity of the machine is in sharp contrast to the present conventional method of ice-making, which requires 26 hours to form a 300-lb. block. Six men are needed to ice a refrigerator car by hauling up the 300-lb. blocks, chipping them, and prying the ice into place. With the Haas unit the ice is delivered in small pieces to the bunkers by one man who operates the entire unit.

The manufacturer contends that the ice made by his machine is colder, contrary to the belief that all ice is the same temperature. The temperature of ice from the machine is 5 deg. F., while that of blocks made from brine tanks registers 26 deg. F.

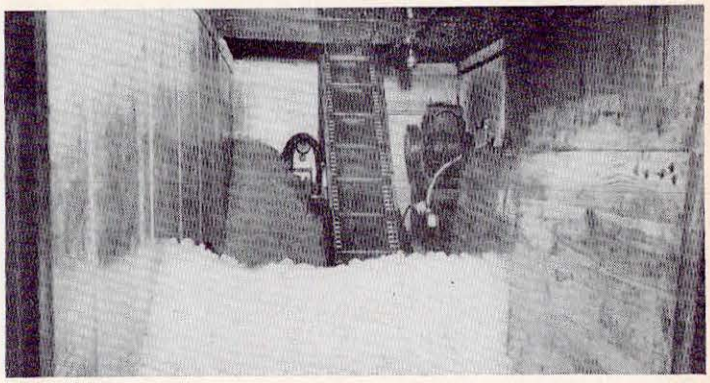
Powered by 78-Hp. Diesel

The shape of the ice from the new machine is also unusual; it comes from the freezing unit in 2-in. cylinders with hollow centers. Its length can be varied from fine shavings up to 6 in. For bunker icing and for "top icing," cylinders 4 in. long are used.

The freezing plant is driven by a large flywheel powered by a Caterpillar Diesel D318 engine at one end of the car. The D318 delivers 78 hp. on continuous operation for the 24-hr. period that the unit operates. The second power source is a Caterpillar Diesel D311 electric set with an output of 19 kw. on continuous operation. It supplies power for electric lights, two conveyor motors, and various motors for other operations in the portable ice unit.



Mounted on a regulation flat car (above), the new ice plant can easily be moved to any desired location. Ice is delivered as shavings or as cylinders up to 6 in. long (below)



A tall cylinder which has the appearance of a silo contains tubes for the circulating ammonia. It is here that the freezing takes place. After the ice is frozen warm ammonia is directed into the tubes, producing a defrosting effect in the ice tubes. The formed ice cylinders slide down into a rotary blade that slices them off onto a screw-type conveyor. The slicing blade is quite similar to a circular lawn mower reel and operates in much the same manner. It can be adjusted to deliver the ice onto the conveyor in any lengths up to 6 in. or to shave ice from the cylinders.

The ice is carried by the first conveyor to the other end of the car where it is dumped into a storage room. From there a second bucket-type conveyor lifts it up to the top of the car at a height convenient for servicing. The bucket conveyor operates on a track and can be pulled into the car for traveling.

Flexible couplings of the type developed by the Navy for wartime use in engine rooms were used to solve the biggest problem in the design—that of vibration. Danger of pipes loosening at the threads was materially lessened by use of these couplings.

FIRE PREVENTION on Diesel Locomotives

This committee was assigned the matter of fire protection on Diesel-electric locomotives and was also instructed to make specific recommendations to minimize the likelihood of fires from the various causes and to eliminate the costly maintenance now required to effect good housekeeping on these locomotives.

To determine what fire-fighting equipment the various roads were installing on this type power a questionnaire was sent the 96 carriers believed to be operating Diesel locomotives. Although the response was not as favorable as expected, only 58 roads furnishing the information requested, it gave the committee what is believed to be a representative cross-section of typical fire-protection equipment on such power. It is possible a number of the carriers receiving the inquiry do not operate Diesel power. Of the 58 roads reporting, nine operate switchers only.

Current Diesel Protection

An analysis of the returns indicates that but five roads equip, or are equipping, their Diesels with fixed fire-fighting installations, two are using mechanical foam, and three employ banks of from one to four 50-lb. carbon-dioxide cylinders with fixed piping, portable hose equipment or both. All other roads utilize portable equipment in the following combinations:

Carbon tetrachloride only, in quantities ranging from 1¼ gal. to 3½ gal. per unit	15
Carbon dioxide exclusively	6
Carbon tetrachloride and carbon dioxide	21
Dry chemical, carbon dioxide and carbon tetrachloride	3
Dry chemical and carbon tetrachloride	3
Dry chemical and carbon dioxide	5
Dry chemical exclusively	5

The number of extinguishers and capacity of each type varies considerably with the several roads. A typical installation under the first category appears to be a 1-qt. carbon tetrachloride extinguisher in cabs of A units, with one or more 1-gal. extinguishers in each engine compartment. Installations falling in the other categories range from one to four extinguishers (10- to 30-lb. capacity) in each unit, with some units carrying one or more portable or semi-fixed 50-lb. carbon dioxide extinguishers. With but few exceptions, installations vary with the individual roads.

The committee, after a careful study of fire-fighting equipment available and adaptable to fires which might involve Diesel locomotives and which has already been adopted as standard by some roads, makes the following recommendations for fire-protection equipment on Diesel-electric locomotives:

Passenger and freight locomotives.— In A unit cabs, one 20-lb. carbon dioxide, or one 20- or 30-lb. dry chemical. A and B units, in engine compartments, two 20-lb. carbon dioxide, or two 20- or 30-lb. dry chemical.

Switchers—Road.—Two 20-lb. carbon dioxide, or two 20- or 30-lb. dry chemical. At least one extinguisher should be placed in the cab, and it would be preferred that both be located there.

Switchers—Yard.—One 20-lb. carbon dioxide, or one 20- or 30-lb. dry chemical.

Fires After Collisions

The committee does not feel that protection afforded by the portable equipment recommended is adequate to cope with a major fire such as might result from a collision, derailment, or ruptured fuel tank, or a fire which gained considerable headway before detection. Therefore, it recommends the following additional equipment, provided it is desired by individual roads and axle load and available space permit. However, it must be recognized that a collision or similar disaster resulting in fire might possibly disable such equipment or render it inaccessible. Maintenance of such systems should be given careful consideration.

1. A bank of one or more 50-lb. carbon dioxide cylinders with hose or hoses sufficient to reach all parts of units on which installed. Hose or hoses should be located at doors so as to be accessible from outside. Hose lengths can be shortened by piping carbon dioxide to outlets near doors. A horn shorter than the conventional can be used in the Diesel. To operate the carbon dioxide system, hand pulls should be provided inside and outside the units. Carbon dioxide from this system or separate carbon dioxide cylinders can be piped directly into electrical cabinets and generators if desired. Valves, of course, are necessary. It is also possible to interconnect systems on the individual units of multi-unit locomotives.

2. A mechanical foam system consisting of 50 gal. or more of premixed foam with 1½-in. cotton rubber lined hose sufficient to reach all parts of the unit (a desirable minimum is 100 ft.) and a foam playpipe, foam to be expelled by a 20-lb. carbon dioxide or nitrogen cylinder. An auxiliary connection to the main air reservoir, with check valve and shut-off valve, is recommended. This extinguishing medium must not be used inside a unit unless the portable equipment has been exhausted or the engine or engines have been shut down.

3. A bank of one or more 140-lb. dry-chemical cylinders with sufficient hose to reach all points on the unit. There is some question as to availability of space in engine rooms for this equipment.

4. Fire detector or alarm system for inside of units. A few roads have installed systems for detecting fires in the engine rooms of units. These systems have merit in detecting a fire within the unit in its early stages which

Report of Committee on Rolling Equipment—Locomotives, of the Fire Prevention and Insurance Section, at the annual meeting of the Operating-Transportation Division, Association of American Railroads, at Atlantic City, N. J., October 18-20, 1949.

could otherwise gain appreciable headway, especially at night, before discovery. These systems consist of fixed-temperature thermostats above the engines, steam generators, compressor, etc., and also in the electrical cabinets, connected in series to an audible and a visible indicator such as a bell and a red light in the cab of the A unit. Temperature settings of thermostats vary with the location. The installation should be so arranged that it will not interfere with maintenance or require disassembling if engines or generators are removed.

5. Smoke detector or alarm system. Insofar as the committee is aware, two roads have installed this type of equipment for detecting undercarriage fires. These roads did not answer the questionnaire and data on the practicability of this type of system are not available. The committee understands that such systems are somewhat susceptible to false alarms by reason of roadside fires, such as burning vegetation, crossties, etc. At this time the committee questions the feasibility or merits of such systems.

6. Water fog. This type of extinguishing equipment has its limitations on Diesel locomotives. The committee has no record of any system of this type having been installed and its limitations will have to be overcome before serious consideration can be given. These consist of volume of water reserved for fire purposes only, and the method and cost of keeping it from freezing, if necessary. The water pressure required would be from an electric pump which could not be operated in the event of a power failure.

Better Design for Housekeeping

In connection with the second phase of the committee's assignment, a joint meeting was held July 21 by subcommittees representing this committee and the Locomotive Construction Committee, Diesel Section, of the Mechanical Division, with a view to eliminating fire hazards and the costly maintenance now required to effect good housekeeping on Diesel-electric locomotives. Fifteen topics were presented by the subcommittee of this committee. The solutions to a few of the problems were given by the Mechanical Division. It was agreed, however, that there appears to be a need for concerted and coordinated pressure by all interested roads on the manufacturers to bring about correction of faults in design which create undesirable fire hazards and expensive maintenance.

To that end, a letter addressed jointly to V. R. Hawthorne, executive vice-chairman of the A.A.R. Mechanical Division, and W. E. Todd, secretary of the A.A.R. Fire Prevention and Insurance Section, was drafted, requesting that all roads operating Diesel power be called upon to furnish detailed information on the items discussed. It was the consensus that these topics involved the various roads' principal difficulties with Diesel locomotives insofar as fire hazards and housekeeping are concerned, and that perhaps the proposed move might place the roads in position to call upon the manufacturers for the elimination of the faults.

The text of the letter is in part as follows:

"The representatives of the Fire Prevention and Insurance Section submitted the items shown in Exhibit A [below] as constituting some of the principal sources of fire hazards on Diesel-electric locomotives. These were discussed in detail and it was agreed that, while a number of them might be overcome by better maintenance, there were others that were definitely matters of faulty design or construction.

"A number of these items have in the past been called to the attention of the manufacturers through the medium of committee reports and discussions at annual meetings of the Mechanical Division, but apparently to date have had no appreciable effect.

"It was the consensus of the joint committee that, if information on the above subjects was obtained in detail from a sufficient number of railroads, by the concerted action of a large number of railroads the manufacturers might be concerned of the need for corrective action. Consequently, it is proposed that the Diesel section of the Committee on Locomotive Construction of the Mechanical Division originate a request for information from the principal owners of Diesel-electric road locomotives on the items shown in Exhibit A in sufficient detail to show the types of units, service and manufacturers involved. Attempt will also be made to determine from the several railroads whether they have overcome the defects listed and, if so, solicit detailed information as to the procedure followed. Such information will be sent to member roads to assist them in making necessary corrections on existing equipment.

"This request for information will also include other items of design or deficiency not necessarily connected with fire prevention but which have been troublesome on units built to date. After this information has been received and consolidated it is proposed a joint meeting be held between representatives of the Fire Prevention and Insurance Section, the Mechanical Division and all interested manufacturers to discuss the problems in detail. It is hoped that by this means manufacturers will be convinced that many items on existing designs require correction both in the interest of fire prevention and the general maintenance and operation of the Diesel locomotives.

"It was thought that at such joint meeting railroads not represented on the Fire Prevention and Insurance Section or Mechanical Division subcommittees should be represented as evidence of the concerted action by the railroads to bring about an improvement on Diesel locomotives of all types."

The items referred to as Exhibit A in the letter follow:

1. Oil leaks, particularly from the timing-gear-train assembly.
2. Leaking or faulty stacks which permit fumes and carbon sparks in engine compartments.
3. Poor design and fit of gear cases which results in loss of lubricating grease and accumulation of oil sludge and debris on top of traction motors.
4. Can any scheme be devised whereby oil will drain readily from the sump beneath main generators and not permit sludge to form?
5. Enclosure of deck under cab to preclude accumulation of trash.
6. Can design be changed so as to suspend fuel tanks directly beneath the frame, thereby eliminating the possibility of oil and trash accumulating thereon? Design must be so there will be no oil draining from the deck to top of tanks.
7. Can lube-oil tanks and other appurtenances be so located as to prevent pockets difficult to clean?
8. Can false decks be eliminated?
9. Hot carbon particles thrown from stacks, setting fires on the right-of-way.
10. What fire protection equipment would the Mechanical Division recommend?
11. Traction motors are of such design they cannot be thoroughly steamed for fear of grounding.
12. Location of the air compressor relative to the steam generator such that the compressor runs hot, and space between the compressor and the generator difficult to clean.
13. Elimination of sharp corners where oil and sludge accumulate, the contour of which makes cleaning almost impossible.
14. What progress has been made toward the development of the gas-turbine locomotive? Are any details available which would permit this committee to study the fire hazards and recommend suitable fire-fighting equipment?
15. Protection of cables under locomotives, particularly from chafing where they emerge from conduits, and from oil leakage.

CURRENT CAR PROBLEMS

By W. J. PATTERSON
Member, Interstate Commerce Commission

During the war and for several years thereafter the railroads had an extraordinary demand for cars and locomotives to handle their business. They were unable to maintain the rolling stock in as safe and suitable a condition for service as it should have been, due, among other things, to a shortage of proper materials and inadequate and inexperienced labor. Obsolete and worn-out cars were continued in service. When maintenance slowed up, accidents increased as they always do. The mechanical departments did a remarkable job in keeping the transportation machine in operation at all under such adverse conditions.

Too Many Obsolete Cars

The situation now is considerably better. Materials are available. Skilled labor is more plentiful. It is an opportune time to retire the obsolete and worn-out equipment, and bring standards of maintenance up to at least prewar levels. Quite a few railroads are following such a practice and the results are reflected in an improvement in their accident records. However, car building is not progressing as it should at a time when there are entirely too many obsolete and worn-out cars in service, just staggering from one repair track to another.

A few current problems—such as adequate design of air-brake equipment, proper maintenance of couplers and draft gears, hot-box detection, prevention of the development of false wheel flanges, and reduction of wheel failures—are of more than ordinary interest to car men as well as to the commission. I emphasize them here because I am of the view that these things are of sufficient importance to justify preferred attention.

In 1935, an interchange rule was adopted by the railroads requiring that after January 1, 1945, all freight cars in interchange were to be equipped with AB air brakes meeting the specifications adopted in 1933. Failure of the carriers to observe this rule made it necessary for the commission to make a formal order with respect to this matter. This order has been amended a couple of times, and as it now stands, provides for the following schedule for each railroad:

Where the number of unequipped cars in interchange freight service is 2,000 or less, all shall be equipped or withdrawn from such service on or before December 31, 1950.

Where the number of unequipped cars is over 2,000, one-half shall be equipped or withdrawn on or before December 31, 1950, and the remainder on or before December 31, 1951.

After January 1, 1952, all cars subject to the order must be equipped to meet its terms.

The braking ratios on many existing cars are entirely unsatisfactory from any standpoint. Unequal braking ratios, ranging from less than 18 per cent on loaded cars to more than 75 per cent on empty cars, result in excessive slack action, which in turn causes personal injuries, as well as unnecessary damage to both lading and equipment. It is a constant potential cause of internal collisions of sufficient force to cause cars to buckle out of trains and foul adjacent main tracks. The situation becomes worse as the speed, length, and weight of trains increase. The answer to this appears to be a reduction in the spread between the minimum and the maximum braking ratios for loaded and empty cars. This can be accomplished by the use of a practical load-compensating brake. Such a brake has been developed, tested in road service, and found to function as intended. No time should be lost in applying this device where necessary to procure proper braking ratios as new cars are being built or existing cars rebuilt.

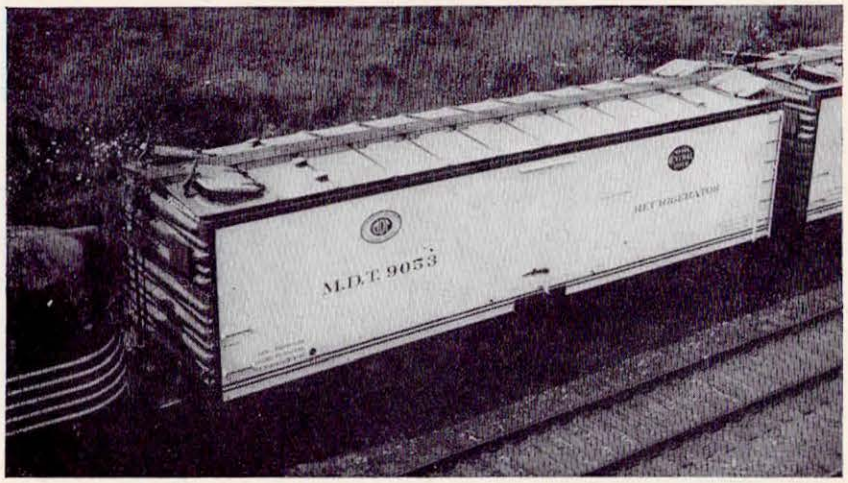
Coupler and Draft Gear Failures

Now just a word regarding coupler and draft gear failures. During the calendar year 1948, 471 accidents were reported to the commission due to coupler and draft-rigging failures. This matter demands prompt attention.

I have noticed that in reporting this type of accident on Form T, most railroads furnish little or no information as to the actual cause of draft-rigging failures. The reports simply state "drawbar pulled out" or "drawbar down," instead of showing the part or parts that failed or the cause of such failure. The Committee on Couplers and Draft Gears of the Association of American Railroads undertook to use these reports as a guide to finding a way to reduce the number of accidents of this type, but found they were of no practical value for this purpose.

Hot boxes are another subject upon which the car department spends considerable time and effort. This has been in the past and is at present a most serious problem in safe, efficient and economical train operation. Constant vigilance on the part of officers and employees is necessary to prevent it from reaching epidemic proportions. There is an ever-growing demand for reliable hot-box alarm devices. It is becoming more

This article is an abstract of an address at the November 22 meeting of the Car Department Association of St. Louis.



One of the New York Central's new refrigerator cars, built by the railroad at Despatch Shops, Inc., East Rochester, N. Y.

and more difficult for train and engine crews to detect hot boxes both in freight- and passenger-train operation. The trend toward longer trains operating at higher speeds and making longer non-stop runs not only makes it more difficult to detect hot boxes but also tends to increase the number and severity of accidents, particularly derailments, resulting from journal failures.

The increased use of roller bearings does not lessen the need for adequate warning of overheated bearings. During the first four months of this year we investigated three high-speed passenger-train derailments caused by roller bearing failures which resulted in 2 deaths and 133 injuries. Two of these derailments were caused by false flanges which developed on sliding driving wheels of Diesel locomotives. The wheels were sliding due to seizure of traction-motor armature-shaft roller bearings. The third derailment was caused by the failure of a roller bearing in the journal box of a new passenger-train car due to overheating. None of the bearings which failed was protected by a hot-box warning device and, in each case, the train and engine crews were not aware that the bearings were running hot until after the derailment had occurred.

Hot-Box Alarm Devices

It is interesting and significant to read the report of one of the major railroad systems concerning hot bearings detected in passenger trains by means of hot-box alarms during a period of one year. Eighteen hot bearings were detected by the hot-box alarm device, of which fifteen were on passenger cars, two on steam locomotives, and one on a Diesel locomotive. Of the 18 hot bearings covered by the report 7 were roller bearings. Of particular interest was one case where the hot-box alarm functioned to indicate a hot roller bearing. The train was stopped and an inspection made. The bearing appeared to be in serviceable condition and the balance of the run was completed. At the terminal the bearing was removed and, although ordinary visual inspection while the bearing was in place disclosed no indication of a defective condition, a detailed examination showed that the inner race was checked transversely and had been turning on the axle. There is no doubt that the functioning of the hot-box alarm device prevented subsequent complete failure of this bearing with the possibility of a disastrous derailment.

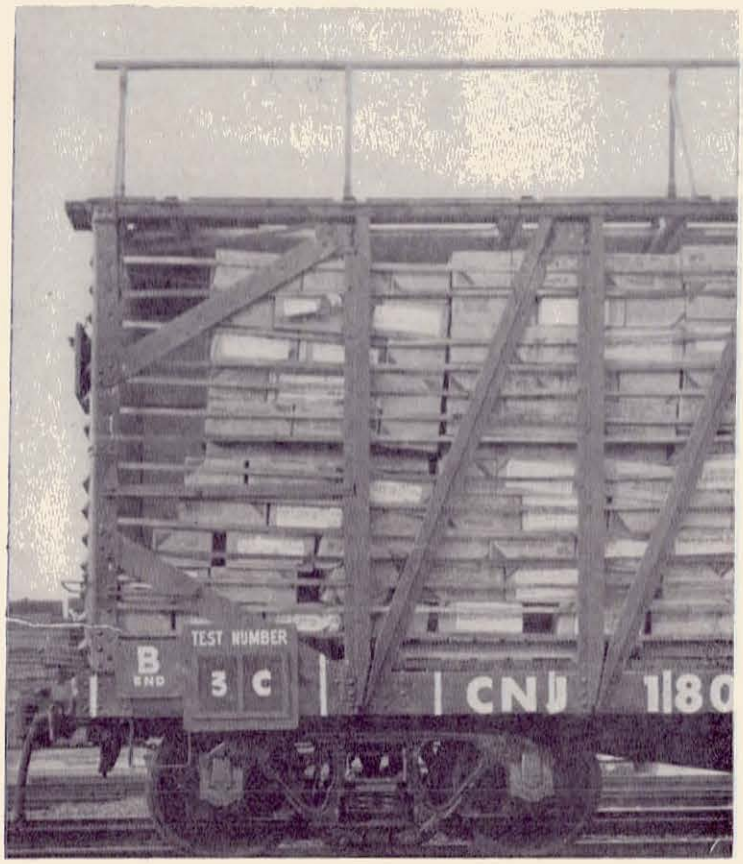
Wheel Failures

Wheel failure is also a factor of more than ordinary interest to the car department. As the service requirements for wheels become more exacting through increased wheel loading, higher speeds, and more severe braking, the matter becomes more serious. Broken chilled-iron wheels are still a major factor in causing freight-train derailments. The commission's Bureau of Safety has recently completed an investigation of such a derailment, caused by a broken flange on a chilled-iron wheel, which resulted in one death and two injuries. The wheel involved was a single-plate non-bracketed chilled-iron wheel, a type which is prohibited in interchange effective January 1, 1950.

In modern passenger-car construction the four-wheel truck has, generally speaking, replaced the six-wheel truck. Total weight reduction, if any, is slight and as a result, although speed and braking requirements have increased considerably, individual wheel loading has also been increased. This has, apparently, led to a sharp increase in the number of wheel failures caused by thermal cracks.

There have also been a number of cases reported where driving wheels under Diesel locomotives have failed due to fractures which originate in the hot-stamp markings on the back of the rim. Such a wheel failure under a Diesel locomotive operating at a high rate of speed could, of course, become the cause of a disastrous accident.

It is apparent that wheel failures constitute an increasingly serious hazard in railroad operation. There is urgent necessity for frequent and thorough mechanical inspections by competent inspectors in order to discover potential causes of such failures before they occur, and the whole subject requires most careful consideration by railroad officers and by the builders of locomotives and cars.



Official U.S. Navy photo

Management and supervisors show how poor switching is losing business for the railroads—Yardmasters seen as key figures in betterment

This car was switched badly (deliberately) and this photo shows the load in the "B" end after 3 successive impacts in the direction of the "A" end, with speeds at impact being 5.4 m.p.h., 7.0 m.p.h. and 8.1 m.p.h. Although the load had been "solid" it shifted 22 in. toward the "A" end at the top and 19 in. about half way down. Cases on the pallet just above the test number board are being crushed.

Education the Cure for ROUGH HANDLING

Good switching, which can eliminate much loss and damage to freight and thereby reduce the railroad's immense freight claim bill, can be obtained without sacrificing the production of ton-miles if supervisory employees and loss and damage prevention personnel really go out and educate the yard crews. This was the conclusion reached in a meeting of some 335 operating, freight claims and claim prevention personnel from 52 railroads, held at Buffalo, N. Y., last month under the joint sponsorship of the Eastern Railroad Presidents' Conference and the Eastern and Chicago Claim Conferences of the Freight Claim Division of the Association of American Railroads.

J. M. Symes, vice-president—operation of the Pennsylvania, suggested that rather than saying that damage is caused by rough handling, railroad men should say that "supervisory neglect" is responsible. Also urged at this meeting were (1) further and more intensive use of impact registers and recorders, (2) on the spot correction when rough handling is observed, (3) posters and other educational means of reaching crews, and (4) the enlistment of railroad labor organizations in the fight against poor switching practices. P. M. Shoemaker, vice-president—operations of the Delaware, Lackawanna & Western and chairman of the meeting, summed up the results of the discussion when he said that those in attendance should be convinced that good switching does not have to mean slow switching and that all should go home prepared to take a renewed interest in the problem of rough handling.

After opening remarks by Mr. Shoemaker, in which he urged all present to "let down your hair," F. G. Love, manager of the property protection and freight claims departments of the New York Central, sketched the magnitude of the problem which rough handling had created for the railroads. There is, Mr. Love said, no way in which to evaluate accurately in dollars and cents the amount of the freight claim bill resulting from rough handling. Poor switching, however, is responsible for complaints from patrons, he said, for threatened or actual loss of business to other railroads or modes of transport, for tieing up the production of patrons' plants while awaiting replacement shipments, for damage to railroad equipment and some theft, for prevention men getting shippers to load cars to meet 5, 6 or 7 m.p.h. shocks rather than 3 or 4, and for some accidents.

J. A. Fisher, vice-president, traffic, of the Reading, told something of what rough handling is meaning to the railroads in terms of lost business. As a result of this rough handling damage, Mr. Fisher said, meeting packaging specifications in the classification has become more and more expensive for the shipper, with the result that business has been going to the truck lines. Railroad packaging requirements must be revised and streamlined, he continued, "but this cannot be done until a solution is found in the proper handling of cars to and from sidings, in the yards and in road haul service. In my judgment this can be done only through educational methods."

A Management Problem

Mr. Symes dealt directly with the question whether or not railroad management is seriously interested in reducing the claim bill. "Management cannot be other than serious," he said, "when it is realized that claim payments will represent the margin between profit and deficit for many railroads in the current year." If all claim payments had been eliminated, Mr. Symes continued, in 1941 the net income of the Class I carriers would have been 4.7 per cent greater than it was, and in 1948, 19.7 per cent greater. Inflation played a part in the rise of the railroad claim bill, but Mr. Symes nevertheless insisted that claim payments were out of line with other railroad expenses.

In 1948, he said, the railroads handled 23 per cent more tons of freight than they did in 1941, but the number of loss and damage claims rose 90 per cent, while the money involved increased by 490 per cent. Even adjusting for inflation, the speaker continued, claim payments rose from $19.10 per 1,000 tons of freight in 1941 to $47.20 in 1948, a rise of 147 per cent in terms of 1941 dollars. In 1946, Mr. Symes said, claim payments were 33 per cent of railroad net income, in 1948 they were 20 per cent. "They probably will be even larger in 1949," he said, and "that puts the problem on the desk of every railroad manager."

Speaking of rough handling in particular, Mr. Symes said that damage constituted 65 to 70 per cent of the claim bill, and "my estimate is that 80 per cent of that damage is due to careless handling of cars in terminals and in intermediate yards."

Damage to Equipment, Too

John Edwards, Jr., general manager of the Baltimore & Ohio at Pittsburgh, Pa., said that in addition to what rough handling was costing the railroads in terms of the claim bill and lost business, it was also costing much through damage to equipment. Everyone, Mr. Edwards said, knew the type of damage done to equipment by rough handling. However, it was hard to estimate the money wasted through this poor switching which caused damage to cars. Any improvement in the quality of switching would aid the railroads materially in cutting repair expenses.

Once the seriousness of the problem facing the carriers had been established Mr. Shoemaker turned the course of the meeting to a discussion of (1) how to discover rough handling, and (2) how to go about stopping it.

C. L. Patterson, vice-president and general manager of the Lehigh Valley, stated that there are two general ways to determine when rough handling occurs, i.e., through the use of impact recorders and registers, or by personal observation of the operation or inspection of the lading at destination. While the recorder indicates where and when rough handling occurred, Mr. Patterson continued, is also not infrequently discloses that rough handling is not the cause of the damage, and this in many ways is just as important. Mr. Patterson emphasized that neither method of detection of rough handling would do any good unless remedial action is taken promptly. Thus information taken from impact

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SNOW- AND ICE-FREE FREIGHT PLATFORM—In constructing a freight platform for its Wallingford, Conn., plant, the American Cyanamid Company installed in the platform a heating system to maintain a dry working surface in the winter. The system consists of 3,000 ft. of wrought iron pipe, mostly one inch in diameter, supplied by the A. M. Byers Company. The pipe is imbedded in the concrete floor of the platform and runs lengthwise on 18-in. centers. The heating medium is a light petroleum fuel oil heated by 90-lb. steam to 140 deg. in a heat exchanger and pumped into the system at the rate of 60 gal. per min. The heated area of the platform is 24 ft. long by 13 ft. wide. The effectiveness of the heating system is illustrated by the accompanying picture, which shows the condition of the platform after a 12-in. snowfall. Except immediately under the canopy, where there are no coils, the wrought-iron heating coils maintain a dry working surface in spite of the heavy snowfall

register tapes must be gotten to the places of the infraction quickly, before the information is "cold." Likewise, anyone observing rough handling should take corrective action on the spot, he declared, even to opening the car to show the crew just what happened to the lading of a car when an overspeed impact occurred.

Set-Back Cars

Mr. Patterson also suggested that a not inconsiderable amount of damage is being suffered at freighthouses, transfers and on industrial sidings when partially loaded or unloaded cars are set back for completion of the work after empties or loads have been switched out. He voiced the opinion that all such cars should have the loads broken down or that partial loads should be bulkheaded at the end of the working day.

It was agreed that discovering rough handling is not a particularly tough problem, generally, but how to cure it is another thing. It was the consensus that education would eliminate most of the poor switching. Mr. Symes pointed out that management must make officers and supervisors realize the consequences of waste so that they in turn will place emphasis on correct handling of freight. "It is," he said, "a function of management to make the employee *want* to plug this leak called loss and damage." The employee must be shown how "it jolts the very foundation of his continued employment."

F. S. Hales, vice-president, operations, of the New York, Chicago & St. Louis, told what his road is doing to help cut poor switching. Mr. Hales said that one of the most successful procedures is the discovery of rough handling through personal observation and then calling the violation to the attention of the offending crew, frequently by opening up the car to show the men the effect of rough handling on the lading. When direct observation is not possible, Mr. Hales continued, the Nickel Plate often uses photographs to show men just what overspeed switching is doing to freight. If certain crews showed frequent flagrant disregard of good switching practice, despite having been talked to by local officers, discipline is invoked. While the poor performance of yard crews is without doubt the primary cause of rough handling, Mr. Hales said, no one should neglect examination of grades in yards. He cited a case on his road where a recent revision of yard grades in a flat yard had given indications of improvement in the rough handling situation.

Various methods were discussed of educating crews to do a better job of switching. Movies, posters, speed cards, instruction cars, "flying squads" of prevention personnel who visit various yards, were mentioned. There was criticism of the posters now being used, such criticisms centering around the belief that most present posters are not "eye-catching" enough, and that frequently they are not displayed in places where they force themselves on the attention of the men.

Those proposing something definite in the way of improvement asked that posters be made larger than at present and that color be added to attract attention. It was mentioned that any increase in the size of, and the number of colors used in, the posters would cost the roads money, and that such expenditures must be authorized by management.

Yardmasters and supervisors on the ground can do most to cut rough handling, and their continued cooperation was solicited. About 30 yardmasters were present to hear A. W. Baker, superintendent of the Erie, say that "the yardmaster is the key man in rough handling.

"Get him to accept the responsibility that goes with the job. We have got a terrific job ahead of us and we will have to get the man in the field to see what is going on under his nose."

It was suggested also that all roads seek the support of the local railroad labor organizations in the fight against rough handling, since continued loss of traffic due to rough handling is going to effect the number of jobs available to members of the unions. It was recalled that the unions had been of inestimable help in making a success of the safety campaign. Chairman Shoemaker said that there was a fertile field for development in this plan, and that he believed it could be very helpful, since he was convinced that the railroad employee is sincerely interested in doing a good job and seeing that the railroads continued to operate profitably.

Impact Register Use

Early in the day Mr. Patterson urged that in their efforts at searching out rough handling the railroads could make better use of impact registers and recorders.

He mentioned that it should be possible for a railroad receiving a register from a foreign line to load that machine in a car returning to the owning road, instead of sending it back by express and wasting a trip.

W. J. Silich, manager of station service of the Lackawanna, said that there were other things that could be done to improve the use of the recorders. It was his idea that some standard method of making recapitulations of impact register findings should be set up by the various claim conferences. By this means all carriers would be "talking the same language" when reporting impact recorder results.

Mr. Silich went on to say that he was in favor of roads making summaries of impact register findings monthly, and then widely circulating these findings. Such a statement should show the relative standing of each operating division and yard on the railroad, he continued. In this way "we can try to stimulate a better handling competition among the men, and this may pay us dividends. Also, such a recapitulation will permit management and loss and damage prevention forces to put their fingers on the yards and division which are doing the bad jobs."

It was suggested that railroads restrict the use of impact registers to inter-terminal service. They would no longer be given to shippers to put in cars, for too much time is lost in this way and registers frequently are damaged, with the result that many shippers became dissatisfied because of a lack of registers, while actually better utilization of present equipment would go far toward improving the situation and the results obtained would be more favorable.

One view expressed was that shippers should be urged to placard cars with pleas for good handling, but the contrary opinion was that perhaps the roads would be asking too much when they asked the shippers to do this, and that the railroads themselves should apply whatever placards they considered desirable.

GENERAL NEWS

Budd Outlines Six-Point Plan to R.B.A.

Makes positive suggestions "to strengthen railroads"

A six-point program designed to improve the plant, financial health and service of the railroads—the most arresting of which was a suggestion for some kind of tax credit to offset modernization programs effected in the public interest—was set forth by Ralph Budd, retired president of the Chicago, Burlington & Quincy and chairman of the Chicago Transit Authority, at the annual dinner of the Railway Business Association, in Chicago, on November 18. More than 1,100 guests, including the heads of many of the companies which supply the railroads and the presidents of a majority of the Class I roads, heard the speaker, dean of railroad presidents until his retirement on September 1, buttress with statistics his diagnosis that the railroads are confronted with "dangerous trends."

Norman C. Naylor, vice-president of the Union Asbestos & Rubber Co. and chairman of R. B. A.'s executive committee, served as toastmaster, and Martin H. Kennelly, mayor of Chicago, spoke briefly and informally. The latter's remark that "from my brief experience there is too much politics in government" appeared to tickle the audience's fancy.

Mr. Budd, in his prepared address, reviewed the current position of the railroads with respect to traffic and earnings. Although freight traffic in 1949 will still be greater than in any pre-war year, nevertheless it is estimated that net railway operating income for 1949 will show a 40 per cent decline compared with 1948, and net income will be down 57 per cent. The rate of return on investment—less depreciation—is expected to fall from 4.24 per cent to 2.54 per cent. Net working capital of the railroads at the end of August was only $493 million, compared with $1,660 million at the end of 1945—a decline of 70 per cent.

Six-Point Program

After describing the current position of the railroads, compared with pre-war, in the matter of taxes, wages and rates, and the competition of trucks and inland waterways, the speaker set forth his six-point program to strengthen the railroads as follows:

"I cannot help believing that a greater degree of support of railway labor should be enlisted in behalf of the industry upon which they and management both must depend. It is a normal human trait to be loyal to one's life work and besides more self interest would certainly indicate the importance of cooperating to provide the best possible railway service at lowest rates in order to insure maximum patronage and employment.

"The railroads should receive adequate compensation for handling the so-called 'head-end' traffic on their passenger trains, particularly mail and express, as pointed out by the commission. Parcel post competition should be reformed by restricting the size of packages and making the rates reflect the cost of the service.

"Excise taxes on freight and passenger charges should be eliminated.

"Compensation, to cover cost, should be exacted from all users of publicly provided facilities.

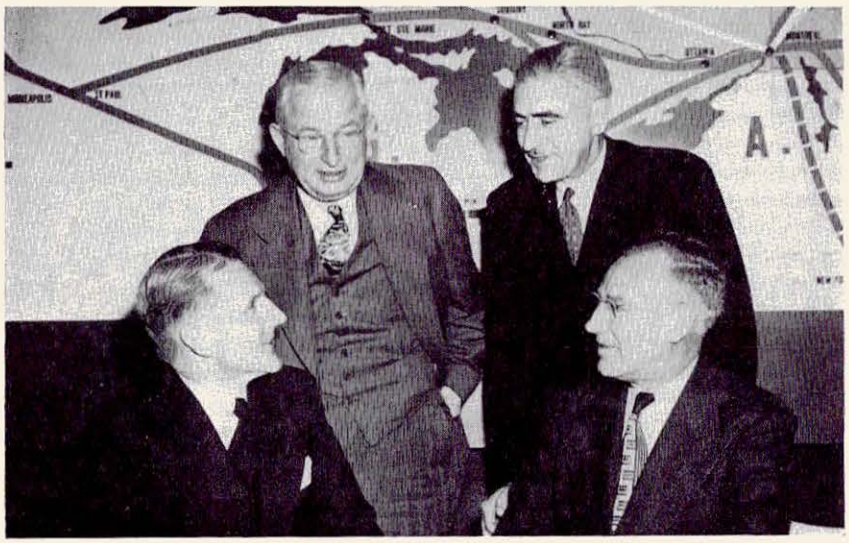
"The use of highways should be restricted to loads and speeds that are safe and that will not destroy or unduly damage the pavements and bridges.

"Some methods of tax credits should be devised to ease the burden of finding capital for replacing obsolete and worn-out units with new ones which cost so much more than the old units did. There should also be some correction of the inequity created by providing ultra-modern highways at public expense for the use of the railways' competitors. A tax credit equal to that part of railway modernization programs which are definitely in the public interest, but are not fully justified by savings in operating expenses, would seem practicable."

Mr. Budd characterized the Chicago Transit Authority (which, though not subject to paying taxes itself, cannot obtain money from taxes paid by others) as a proving ground to demonstrate the practicability of a local transportation system relying wholly on user-charges without resort to subsidy. It is significant, he said, that left-wing groups in Chicago are now taking the position that all or some of the costs of C. T. A. ought to be met out of property taxes. Mr. Budd said railroaders might envy the position of C. T. A., which does not have to get commission approval for fare increases. "We consult with ourselves and then do what we think ought to be done."

Hopeful Factors

The speaker saw a number of hopeful signs on the horizon. Said he: "I am a believer in the fundamental soundness of the American people, provided they understand an issue. There are some encouraging things, to brighten the outlook and offset the depressing factors. For example, practically all interests having any real knowledge of transporta-



A word-picture of Canada's ore and oil potentials was given to members of the New England Railroad Club at Boston, Mass., on November 9 by N. R. Crump, vice-president of the Canadian Pacific, who was the speaker at the club's "Canadian Night." In the picture, left to right, front row, are Mr. Crump and E. E. Oviatt, chief engineer of the New York, New Haven & Hartford, and club president; back row, T. G. Sughrue, executive vice-president of the Boston & Maine and Maine Central, and M. A. Metcalf, vice-president and executive assistant of the Canadian National

tion matters rallied to prevent destruction of existing methods of rate-making. Every effort to do away with the independence of the commission and to have a secretary of transportation, a permanent federal coordinator of transportation, etc., has been defeated. Again, in the so-called government reparation cases, in which some $2 billion of reparation is sought, the defendant railroads are being supported by an impressive array of interveners which includes virtually all who have any real interest and experience in such matters. Opposed to the government in these complaints are associations of shippers, chambers of commerce and other civic organizations, various farm organizations, and the railway labor organizations. Another interesting development is the growing public dissatisfaction with the destruction of highways by large and heavy trucks."

At the annual luncheon meeting of the members of R.B.A.—which, with more than 200 present, was by far the best attended in the history of the association—all officers were re-elected, in addition to which Mr. Naylor and Charles J. Hardy, chairman of the board of the American Car & Foundry Co., were elected vice-presidents. Charles P. Whitehead, president of the General Steel Castings Corporation, and a director of R. B. A., was named member of the executive committee of the governing board.

R. B. A. Platform

At its meeting in the morning, the later reaffirmed the association's platform as follows:

(1) **"Adequate Income:** The railways should be accorded the right to earn a fair return upon their net invested capital, as a condition precedent to solvency—to attracting new capital when required—to promoting continuous modernization, and to maintaining safety and efficiency of operation.

"Because the railways depend entirely upon their own earnings for maintainance and improvement, this 'fair return' should be—for the railways as a whole—not less than 6 per cent on their property investment. Any deterioration in our railway system as a result of a governmental policy which denied them adequate earning power would mean a proportionate strangling of the nation's supply lines in time of war.

(2) **"Subsidized Transportation:** The R.B.A. recommends that all 'for hire' interstate carriers should have equal opportunities in the use of transport facilities provided by public funds, subject to approval of regulatory authority.

(3) **"Coordination:** The R.B.A. recommends that all 'for hire' interstate carriers should be permitted by law to operate other forms of transport within reasonable territorial limits, provided always that the regulating agency determines that such operation will be consistent with the public interest and public policy.

(4) **"Consolidations:** The R.B.A. recommends that the present policy of making consolidations voluntary and permissive rather than mandatory should be continued and applied not only to consolidations of railroads, but also to consolidations of and coordination between carriers of different types.

(5) **"Regulation:** The R.B.A. recommends that all 'for hire' interstate carriers be placed under regulation by a single government agency. Assuming that coordination of transportation is necessary, and that it will be effected under the supervision, guidance, and encouragement of regulatory authority, it would seem desirable that it should take place under a unified authority whose jurisdiction is co-extensive with the agencies whose services are to be coordinated."

Car Supply Big Topic At A.A.R. Meeting

Public relations, freight damage and safety discussed

"Earnest discussion" of the need for additions to the railroads' freight car fleet, in which there was expressed the "general sentiment" that the time has come when the railroads must re-enter the market for new cars — within the limits of their financial capacity — was the way President William T. Faricy described an important topic considered at the annual member road meeting of the Association of American Railroads in Chicago on November 18. At a luncheon for the press after adjournment of the meeting, he explained that, while no formal program for increasing purchase of freight cars had been drawn up, it was agreed that individual roads would re-examine their car situations, with a view to augmenting their fleets. He expressed the opinion that "undoubtedly there will be more orders for new cars — particularly box cars," and that car repair programs will also be stepped up.

It is not because of heavy traffic that the railroads need more cars, but because retirements averaging 5,500 cars a month are greatly exceeding new installations, because the five-day week is shortening working time and because truck competition and repeal of load minima rules are making for lighter average loads. The A.A.R. president added the observation that the roads are in better shape with regard to freight cars than they were at the time of Pearl Harbor.

Asked if the presence of Interstate Commerce Commissioner J. Monroe Johnson was of particular significance, Mr. Faricy replied that the former head of the Office of Defense Transportation "has a standing invitation" to member road and directors' meetings of the A.A.R.; that his forceful remarks thereat—including "his very vigorous criticism of the railroads" — are most helpful; and that Col. Johnson had discussed the need for cars, as was his custom at previous meetings. The commissioner did not refer, Mr. Faricy said, to his plan for government purchase of freight cars for the railroads.

Will Continue Public Relations

Announcing that the membership approved continuance of the association's public relations program on about the same basis as last year, with probable intensification of the school and college program, Mr. Faricy told the press: "I'm a tremendous believer in public relations: I think the railroads still don't do nearly enough of it." He added that the A.A.R. was authorized by its members to participate, on behalf of all the roads, in the forthcoming Freedom Fair at Washington, D. C., in 1950 and 1951.

On the subject of freight loss and damage prevention, the A.A.R. chief declared that the core of the problem is to get education in good handling to the men who actually do it. Ability to slough off indifferent and inept personnel thrust on the railroads during the war will do much to ease the problem. In just the past few months, the A.A.R. has added two or three specialists to its prevention staff, including an expert who will confine his attention to the packing and handling of enamelware alone.

Would End Rail Subsidies to Government

On subsidies, the A.A.R. president remarked that the railroads will address themselves to the first and primary task of getting all forms of transportation placed on an equal basis. If this program fails, after a fair trial, "the railroads may then have to re-examine their own positions." In this connection, he pointed out that the railroads are actually subsidizing the government — particularly in the carriage of the mails — and that, perhaps, an elementary step in national policy is to end aids *to* government *by* the railroads.

Member roads pledged themselves to carry on a campaign during the forthcoming year to reduce frequency of accidents and casualties by at least 15 per cent under 1949 — though their safety record for that year will be among the best — if not the best — in transportation history. Mr. Faricy told the

Bangor & Aroostook Not Increasing Intrastate Fares

The Bangor & Aroostook has told the Maine Public Utilities Commission there will be no increase in its rail or bus fares between stations on its line and no increase in its proportion of through rail or bus fares to points in Maine in connection with other railroads or bus lines, J. Fred Smith, passenger traffic manager, has announced.

The road's local fares are, in fact, being reduced by introduction of a new two-day ticket enabling persons in northern Maine to purchase a round-trip ticket between any two B. & A. points for a one-way fare plus 15 per cent.

Mr. Smith said the only fares which would be increased by 12½ per cent would be to points outside Maine.

newspapermen that safety "is the biggest talking point we have" and that the railroads have no idea that the saturation point in safety efforts has been reached.

All officers of the A.A.R. were re-elected at the meeting. The title of Walter J. Kelly was changed from traffic officer to vice-president—traffic. New directors elected are Walter S. Franklin, president of the Pennsylvania, succeeding M. W. Clement, chairman of the P.R.R. board; P. W. Johnston, president of the Erie, succeeding R. E. Woodruff, chairman of the Erie board; Laurence F. Whittemore, president of the New York, New Haven & Hartford, succeeding E. S. French, president of the Boston & Maine, and C. E. Denney, president of the Northern Pacific, succeeding F. J. Gavin, president of the Great Northern.

What is said to be the largest single shipment of tree-planting machines ever made in the south consisted of seven units developed as a public service by Illinois Central foresters, at the railroad's McComb, Miss., shops. This particular shipment went to Ruston, La., but P. R. Farlow, I. C. general agricultural agent, estimates that at least six others —each capable of setting out 10,000 pine seedlings a day—will be used in southern Mississippi. In the picture above, J. Walter Myers, Jr., railroad forestry agent, is demonstrating one of the Ruston machines to C. C. Sheppard, former president of the Southern Pine Association, whose death on November 3 was noted in the *Railway Age* of November 12

Alldredge, Fort Defend Reed-Bulwinkle Act

Appear before House group investigating "monopoly"

The Reed-Bulwinkle act (Section 5a, Interstate Commerce Act) was vigorously defended by three of four witnesses who testified in Washington, D. C., last week before a House Judiciary subcommittee investigating alleged monopoly practices in American industry.

Commissioner J. Hayden Alldredge of the Interstate Commerce Commission; J. Carter Fort, vice-president and general counsel of the Association of American Railroads; and Edgar S. Idol, general counsel of the American Trucking Association, all expressed themselves strongly in favor of the legislation which provides anti-trust immunity to carriers entering into rate-making agreements with I.C.C. approval. C. E. Walker of Columbus, Ga., former president of the Southern Traffic League, was the single dissenter, and his suggestion was amendment, rather than repeal, of the 1948 act.

Priced Out of Market

Commissioner Alldredge, whose testimony was highlighted by a warning that further rate increases by railroads would "price them right out of the market," and that if railroads came out even on passenger service they could reduce freight rates up to 10 per cent, appeared on November 17 before the subcommittee headed by Representative Celler, Democrat of New York. With further reference to the passenger deficit, Commissioner Alldredge said that if loss continues it will leave the railroads only three alternatives: Make up the difference by having freight shippers pay the cost, cut out orders for new equipment, or come to congress for government subsidies.

The Commissioner opened his testimony before the subcommittee with a solid defense of the Reed-Bulwinkle bill and said, in a discussion of rate making that followed, that "unrestrained freedom of independent action" in setting freight rates could upset our entire national economy. He cited the need for group action in rate making.

Referring to specific provisions of the Reed-Bulwinkle act, the commissioner explained that under this act the commission has the added power of approving, or disapproving, formation of associations of carriers for the purpose of rate-making. In the anti-trust phase of the law, in which direction the subcommittee pushed its investigation, Commissioner Alldredge said that "if what the carriers do is not sanctioned by an agreement approved by the I.C.C., then the railroads are not protected from anti-trust prosecution."

The Western Traffic Association, first group of carriers to win I.C.C. approval of an agreement under the Bulwinkle statute, has merely codified what have been general practices among western railroads for 50 years, the commissioner said. He added that under this act, the commission can police the activities of such rate-making associations, a power it lacked before, and one which insures adherence to the spirit of the law by the carriers.

In upholding the Reed-Bulwinkle legislation, the commissioner indicated that rate-making associations help speed up work of the commission, and, in reply to questions about changes in the present Interstate Commerce act, expressed the belief that "serious public reaction would result if Congress bogged down the Interstate Commerce Commission by requiring pre-judgment of all traffic rates in this country."

J. Carter Fort, who appeared before the subcommittee on November 21, said that "governmental policy reflected in the Reed-Bulwinkle act is of great practical importance in the day-to-day conduct of business throughout the nation by the carriers and the hundreds of thousands of shippers who use them." He stated that developments since passage of the act in 1948 "emphasize the necessity for this legislation," and "there is nothing in the limited experience now available which tends to throw the slightest doubt upon the soundness and wisdom of the legislation."

"Conference Method" Necessary

Like Commissioner Alldredge, and Mr. Idol, who testified November 17 also, Mr. Fort declared that the conference method of rate making, permitted under the Reed-Bulwinkle act, is essential in meeting the practical needs of the commerce of this country, and that both shippers and carriers were united in support of the legislation. "It would be like trying to find a white blackbird, to find a shipper opposed to the Bulwinkle bill," he said.

Mr. Fort in his testimony categorically denied a charge, made earlier by Mr. Walker, that the A.A.R. actively par-

ticipates in matters of rate making, classifications, and tariffs before the I.C.C. Mr. Walker, who said the Reed-Bulwinkle act "goes too far," had suggested an amendment to the bill to restrict participation by "an organization of nation wide structure or membership of common carriers" in matters concerning joint rates, joint classifications, or divisions.

Mr. Fort said that in only one case under the Reed-Bulwinkle act has his association participated in filing an agreement with the I.C.C. That agreement, which still is pending before the commission, has to do with per diem, demurrage, and storage charges only. Mr. Fort said, as he pointed out that 541 separate rail carriers, many of them members of the association, had also filed with the I.C.C. in the same case. "The Reed-Bulwinkle act retains and leaves undisturbed the complete protection provided for the shipper by the Interstate Commerce act against unreasonable or discriminatory rates," Mr. Fort told the subcommittee.

Declaring that in no way did the act establish a precedent which weakens the anti-trust laws, Mr. Fort recalled the degree of unanimity in support of the legislation at the time of its passage, and said that its retention was necessary "in the interest of an adequate, efficient national transportation system with just, reasonable and non-discriminatory rates."

On this point he was upheld by Jacob Aronson, vice-president and general counsel of the New York Central, who made a brief appearance before the subcommittee following Mr. Fort, and who said: "It is difficult to imagine how the thinking behind any statute could be so grossly misinterpreted as that behind the Reed-Bulwinkle act. It has been said, rather carelessly, that this act gives the railroads a free hand to do as they please—nothing could be further from the truth." He noted that if railroads, under an approved agreement, should "act out of hand" the I.C.C. can terminate the agreement, a police power which dates only from passage of the Reed-Bulwinkle bill.

Urge Present Form Acceptance

Mr. Idol of A.T.A. likewise strongly urged retention of the act in its present form, both because it puts legislative approval on long standing practices and because "if there were no rate bureaus the 24,000 trucking companies engaged in for-hire operation would literally bury the I.C.C. with individual rate tariffs and complete chaos and confusion would result in the motor carrier industry."

Mr. Walker, who conceded the need for rate conferences to make through joint rates, said, however, that the I.C.C. already has too big a job and would have more than it could handle to try to properly police acts and agreements of carriers under the Reed-Bulwinkle legislation. In addition to the proposed amendment to limit "organizations of nationwide structure," Mr. Walker asked further amendment to permit investigation and bringing to trial by the Justice Department "of parties accused of and indicted for violation of any anti-trust statute in connection with rate procedure."

Would Raise N.J.-N.Y. Commutation Fares

Examiner recommends increase for 3 roads, cut-back for C.N.J.

Approval by the Interstate Commerce Commission of higher New Jersey-New York commutation fares for the Delaware, Lackawanna & Western, Erie and Lehigh Valley has been recommended by Examiner Burton Fuller in a proposed report which also recommends that the commission rescind part of the increase it granted the Central of New Jersey early this year. The increases which the examiner would approve for the Lackawanna, Erie and Lehigh would be less than those roads are proposing, since they seek generally to put their commutation fares on the present C.N.J. basis.

Increases Up to 32 Per Cent

That would involve increases of about 16.8 per cent for the Lackawanna, 32 per cent for the Erie, and 27 per cent for the Lehigh. The scale set out by Mr. Fuller for commission approval would be about 8 per cent less than the Jersey Central basis, and he would cut the latter back to that scale. As described in the proposed report, the recommended scale would be "based on unrestricted monthly fares on substantially the same level as the New Haven scale for distances of 9 to 52 mi., but with a regular diminishing gradation ranging from 50 cents between 9 and 10 mi. to 25 cents between 51 and 52 mi., with fares for distances below 9 mi. and above 52 mi. as approved in the prior report for the Jersey Central, and with 54-trip, restricted, 27-trip, and weekly fares, where in effect, made the customary relation thereto."

An appendix to the report shows that, under the recommended scale, the cost of unrestricted monthly commutation books would be $11.50 for 9-mi. rides, and would range up to $27.25 for 52-mi. rides. These would apply to lines of all roads involved except the steam lines of the Lackawanna, where the basis would be 10 per cent lower. Under the scale proposed by the petitioning roads, which is also the present C.N.J. scale, the range of charges for the same commutation books would be from $11.55 for 9-mi. rides to $27.35 for 52-mi. rides. As noted above, the examiner would approve the C.N.J. scale for all distances except those in the 9-to-52 mi. range.

The Jersey Central's increase was approved by the commission in a March 11 report (see *Railway Age* of March 19, page 97). It was proposed by the railroad as an adjustment that would raise its commutation revenues about 15 per cent or $450,000 per year. In recommending that it be partially rescinded, Mr. Fuller cited evidence indicating that the first five months of experience had shown that the yield was only 7.6 per cent, or $250,000 on an annual basis; and that commutation passenger-miles had fallen off about 6.4 per cent.

"The Jersey Central basis," the proposed report also said, "would reflect too drastic an increase over present fares and indeed, particularly for distances between 9 and 52 mi. would be on a higher level than the interstate and intrastate commutation fares of the New England lines, including the interstate fares of the New Haven, which has direct access to New York City. . . . A downward revision in the fares of the Jersey Central and the other respondents and fares of the other respondents, but not as steep as proposed, to a common or uniform level could be expected to improve the revenue situation of the Jersey Central and the other respondents and at the same time would be fair to the commuting public."

In the latter connection, the examiner had previously drawn an analogy between commutation fares and so-called "loss-leader" articles "sold at substantial loss" in stores "in order to promote business in other departments." From the railroad standpoint, Mr. Fuller said, "the primary purpose of the relatively low level of the commutation fares in the New York-New Jersey area has been to attract people to suburban New Jersey, develop the territory, and thus build up railroad freight and basic passenger traffic in the area."

"Encouraged by the carriers to settle in suburban New Jersey," the report continued, "the commuters at this late date would suffer a great hardship from too drastic an increase in commutation fares. Moreover, such an increase would adversely affect the communities in which they live and would be self-defeating insofar as respondents' revenues are concerned . . ."

Retirement Board Gives Facts On Auxiliary RR Pension Plans

Of 129 railroads and two associated companies which responded to a survey by the Railroad Retirement Board, 53 have pension plans supplementary to the Railroad Retirement System. Twenty-seven which do not have auxiliary pension plans give gratuities or allowances to some of their retired employees. Welfare benefit plans are in effect in 51 companies, 24 of which also have supplementary pension programs.

Those facts, plus additional data concerning independent pension, insurance and welfare plans on American railroads, are contained in a 26-page report issued by the Retirement Board. The report grew out of a questionnaire circu-

lated among 164 railroads and two affilates (The Pullman Company and the Railway Express Agency), to which 131 companies replied. In its query letter the board observed that there is considerable interest in the subject within the railroad industry, but that very little information has heretofore been collected.

The 131 respondents, the report emphasized, have 82 per cent of the employees of all companies to which the inquiry was sent, while the 53 roads with supplementary pension plans employ twice as many workers as the 78 companies without such plans. Railroads replying to the questionnaire were 107 Class I carriers (46 eastern, 36 western and 25 southern) and 22 Class I switching and terminal lines.

Nearly half the respondents have no conditions of eligibility for their auxiliary plans except that compensation of covered employees must be over $3,600 a year, which is a condition in all instances. Eleven of the 53 specify 20 years of service as a condition of eligibility, while others have fewer required years, or other conditions.

In all of the pension plans reported, the amount of annual benefit is determined by a formula in which a percentage of average annual compensation is multiplied by the number of years of creditable service; 32 of the responding companies pay an annual benefit of 1 per cent of the basic salary multiplied by years of service, with the remainder of the roads paying higher percentages. The period used to determine the average annual compensation varies, with 39 of the respondents using the last 10 years of service as the basis for calculating the pension. Eleven companies use as a basis the average annual compensation of all creditable years of service.

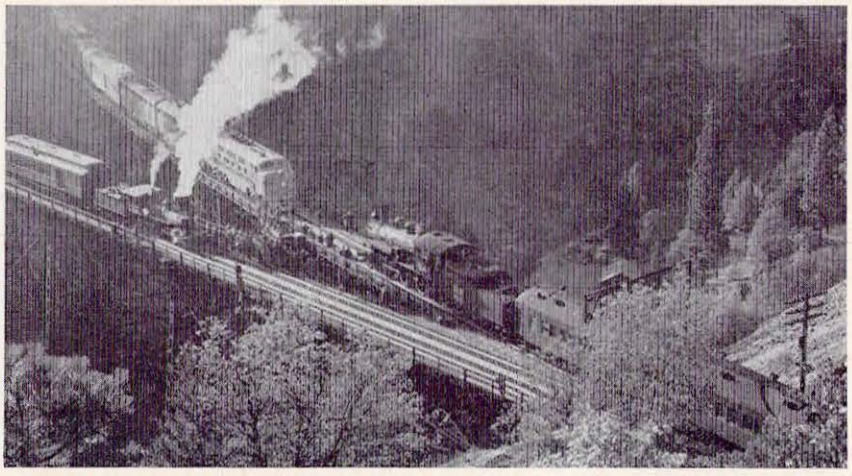
Computation of Benefits

The report shows that 21 of the 53 pension plans provide that benefits be computed on the whole of the basic compensation reported. In the remainder of the programs the pension is computed only on compensation in excess of $3,600 a year, or $300 a month as the plan may provide. In the former group of 21 plans, the result is that there is a supplementary pension only if the employee earned somewhat more than $3,600 a year or $300 a month. However, most of these 21 plans, as well as the others, provide that the average compensation is the average only of the last 10 years, or other similar period of service, so that low averages in early years of service do not affect the pension.

All 53 companies having a pension system reported a normal retirement age. Of the companies which furnished information as to whether they have normal retirement age, 41 reported age 65, 22 reported 70, and 17 reported no normal retirement age. Some, until recently, have had 70 as the normal retirement age, but have been gradually coming down to 65 at the rate of six months a year.

Thirty-nine companies grant benefits for permanent disability prior to normal retirement age; 19 grant them after 30 years of service; five after 20 years of service, and four at age 60 after 20 years of service. A total of 27 railroads permit optional retirement prior to normal retirement age; eight grant retirement benefits at 60 or over after 30 years of service, minus 1/180 for each month under 65; six grant them after 30 years of service at age 60; four allow benefits from age 60 to 65, minus 1/180 for each month under 65, and four give benefits at age 55 with reduced pension.

Of the 53 pension systems on which information was received, 26 are noncontributory, in which the cost is borne by the employers, and 27 are contributory plans requiring contributions from such employees as elect to participate. The majority of the latter plans require employees to contribute 3.75 per cent of compensation over $3,600 a year, and in 23 the employers pay the balance of the cost of maintaining them. In the remaining four of these contributory plans, the employee may, after 10 years of service, pay up to 10 per cent of his compensation over $3,600 a year, dependent upon the size of the pension which he wishes to receive after retirement. The employer matches up to 5 per cent of the employee's compensation. In addition, the company pays a basic annual pension of $300 to all of its employees. Little information was obtained as to the financing of these supplementary pension systems by the employers. A few companies stated that the cost of their plans is charged to current expenses. Some sys-



WESTERN PACIFIC BELIEVES "LIFE BEGINS AT 40."—The Western Pacific celebrated its fortieth anniversary on November 1, with the driving of a ruby spike on Spanish Creek bridge, near Keddie, Cal., where the original "last spike" was driven in 1909 (see *Railway Age* of October 15, page 64). Participating in the ceremonies (top photo) were the "California Zephyr," old No. 94 which hauled the first train down the Feather River canyon, and the woodburning "Jupiter." The top photograph shows the three trains slowly converging on the Y-shaped bridge. As the spike was driven by Leonard D. Tomasso, the construction foreman who hammered the last spike to open the Feather River route on November 1, 1909, whistles of the two steam engines and the "Zephyr's" air horn blended with music from massed high school bands in the canyon below. A large crowd witnessed the ceremony from the Feather River highway, which had been blocked off for the occasion. Present for the celebration was Senator William F. Knowland (bottom photo, in front of microphone). Frederic B. Whitman, president of the W. P. is seated (fifth from left), with Harry A. Mitchell, retired president of the W. P., seated to the right of Mr. Whitman

tems are based upon the "pay-as-you-go" principle.

Pointing out that Class I railroads paid some $12,000,000 for private pension plans in 1947, the report observed: "Apparently these railroads are not setting aside a considerable amount for the funding of their pension plans. The expenses for pensions of the unfunded systems will probably increase for some years to come because practically all of these pension plans were established after the railroad retirement benefits commenced in 1937. They will be maturing for the next 30 years."

Most of the reporting companies furnished no information as to the number of their employees who are eligible to participate or of how many have already retired under their plans. The report states that it "appears" that the number of workers potentially eligible to participate in the plans is somewhere between 50,000 and 75,000. Possibly somewhat over half of these are in supplementary pensions systems, it was stated.

No "Vested" Rights

In the descriptions of the auxiliary plans, it was expressly pointed out that the company can terminate or amend its pension system at any time it sees fit. Railroads having non-contributory plans indicate that, when an employee leaves the service of the company before attaining retirement age, he retains no rights to any benefits under the company's pension system. If an employee participating in a contributory plan leaves service before reaching retirement age, he is entitled to receive back his contributions at an appropriate rate of interest, but with no pension rights. The implication of these provisions is that there are no vested rights in any of these railway pension systems prior to normal retirement, retirement on account of permanent disability or optional retirement when such retirement is permitted.

I.C.C. Accepts R.E.A.'s Proposed Credit Rules

Rules and regulations proposed by the Railway Express Agency for the extension of credit to express shippers have been approved by the Interstate Commerce Commission's Division 2. They will become effective February 2, 1950.

As noted in the *Railway Age* of September 10, page 94, the R.E.A. proposal was filed with the commission after the latter obtained regulatory authority over the extension of credit by express companies. The authority was included, along with several other "non-controversial" amendments to the Interstate Commerce Act, in a so-called omnibus act—Public Law 197, approved August 2. The act stipulated that its express-credit provisions would become effective six months after its enactment date, which will be the effective date of the regulations, as noted above.

The approved regulations include four rules. Generally, they provide for the rendition of bills weekly to R.E.A.'s credit customers, each billing to cover transactions of the preceding week. A period of four working days following the end of the billing week will be allowed for preparation and presentation of bills; and the bills will be payable within seven days (excluding Saturdays, Sundays and legal holidays) after presentation. The time of mailing the bills will be considered the time of their presentation, while the mailing time of a shipper's remittance will be considered the time of collection.

Drops Probe of Mileage Basis for Reefer Hire

The Interstate Commerce Commission has discontinued the No. 29468 proceeding which it instituted in February, 1946, to investigate the mileage basis used and the compensation paid by railroads for use of refrigerator cars. The purpose of the investigation was to arrive at a method of compensation that would "promote better utilization" of reefers, but the discontinuing order of November 7 said that "the conditions which occasioned the investigation have since so changed" that continuation of the inquiry "no longer is necessary."

Shortly after the investigation was instituted, Commissioner Johnson, who was then also director of the former Office of Defense Transportation, explained to a House appropriations subcommittee that the inquiry was prompted by the car shortage, and that the commission planned to determine whether or not it would require that refrigerator-car rentals be put on a per-diem basis "so there will be a financial interest for the railroads to make them move."

Federal Bureaucracy Assaults Enterprise System, Conn Warns

The economic system of America and the freedoms of its people are in grave danger unless the combined forces of industry team up with leaders of agriculture and labor to combat government ownership of the nation's transportation, Donald D. Conn, executive vice-president of the Transportation Association of America, told an audience of 200 at the organization dinner of the Rhode Island chapter of the T.A.A.'s New England Forum at Providence on November 21.

"Present national transportation policies are the result of 'horse-and-buggy' days," Mr. Conn said. "Cumbersome and conflicting regulation is driving this country into nationalization. If transportation goes over, it would mean the addition of 10 million voters dependent on the federal payroll. Bureaucratic dictatorship through control of transportation's buying power and political dictation of rates would move business and industry about like pawns. A creeping paralysis of a giant federal bureaucracy would fan out to every community and enterprise. The railroad agent, bus operator, trucker, and others would join the postmaster to anchor state socialism at the local level.

"The federal bureaucracy assaults the enterprise system along the entire economic front. It moves up on transportation through its suit against the railroads for $2½ billion without the slightest justification. Transportation has been caught in the broad leftist swing toward socialism."

"The T.A.A.'s national cooperative project," he explained, "composed of nine nation-wide panels, and fortified by a legal advisory group of outstanding authorities, is sifting 50 major issues of the [transportation] problem. The patchwork of overlapping and conflicting transport laws are being subjected to searching review. Recommendations will be submitted to Congress for a new national transportation policy and a system of federal regulation which will keep pace with the fast-changing economy.

"Thus the association establishes the first plan for 'economic engineering' which has ever been attempted in this country. It is building a vast partnership of all enterprise to resolve major national issues from an economic standpoint and lift them completely away from the play of destructive political forces.

"Time is getting short. If this country is to be saved from a socialism of its own brand, we must pause in our race for the material rewards of freedom and undertake an honest and candid reappraisal of our stewardship."

Reprieves Plan to Raise Fares For Single-Occupancy of Rooms

The Interstate Commerce Commission has reopened for reconsideration the case in which its Division 2 has issued a report disapproving proposed increases in railroad fares that are applicable where there is single occupancy of Pullman compartments and drawing rooms in through service, via Washington, D. C., to and from New York, New Haven & Hartford points, Boston, Mass., to New York, and Pennsylvania points, New York and south thereof, on the one hand, and, on the other, points on the Richmond, Fredericksburg & Potomac, Atlantic Coast Line, Seaboard Air Line, and Florida East Coast.

The reopening order, dated November 7, postpones, "until further order of the commission," the effective date of Division 2's order, which called for cancellation of the suspended tariffs involved (see *Railway Age* of July 23, page 49). The proceeding is I.&S. No. 5615, and Fourth Section Application No. 23844 is also involved.

15 Roads to Abolish Travel Credit Plan on December 31

Fifteen railroads, the majority of which are in the east, have announced intention to withdraw from the Rail

Travel Credit Plan on December 31. A railroad spokesman said that the roads are dropping the credit card system because they feel that utilization thereof is not great enough to warrant the expense involved. The "travel-and-charge-it" plan went into effect on April 1, 1947, and is administered at Chicago by a joint railroad organization known as the Rail Travel Credit Agency.

The railroads canceling the use of credit cards are: Baltimore & Ohio, Boston & Albany, Central Vermont, Chesapeake & Ohio, Chicago, Indianapolis & Louisville, Duluth Winnipeg & Pacific, Erie, Grand Trunk Western, New York Central, New York Chicago & St. Louis, Norfolk & Western, Pennsylvania, Pennsylvania-Reading Seashore Lines, Pittsburgh & Lake Erie and the Union Pacific.

En Route Train Information For New Haven Passengers

An en route travel service offering passengers on the New York, New Haven & Hartford's "Yankee Clipper" and "Merchants Limited" information about train and bus schedules was inaugurated on November 15. The new service, provided by the hostess-telephone attendants on the two trains, also enables passengers to secure Pullman reservations on connecting railroads while they are riding in either direction between Boston, Mass., and New York. The attendants have taken a special course of training enabling them to give any sort of information regarding train schedules, fares, reserved accommodations and other data about trains anywhere in the United States.

Freight Car Loadings

Car loadings for the week ended November 19 were not available at the time this issue of *Railway Age* went to press.

Loadings of revenue freight for the week ended November 12 totaled 635,823 cars, and the summary for that week as compiled by the Car Service Division, Association of American Railroads, follows:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, November 12

District	1949	1948	1947
Eastern	115,059	155,064	161,587
Allegheny	104,362	177,271	183,443
Pocahontas	40,443	71,367	73,972
Southern	112,505	135,153	134,870
Northwestern	76,015	124,779	113,071
Central Western	123,230	138,581	142,811
Southwestern	64,209	69,464	69,429
Total Western Districts	263,454	332,824	325,311
Total All Roads	635,823	871,679	878,283
Commodities:			
Grain and grain products	56,026	54,431	48,578
Livestock	13,412	18,073	19,507
Coal	113,616	174,205	187,503
Coke	4,596	15,303	14,402
Forest products	41,781	46,430	43,299
Ore	7,646	58,557	39,281
Merchandise l.c.l.	87,210	107,877	119,832
Miscellaneous	311,536	396,803	405,881
November 12	635,823	871,679	878,283
November 5	578,981	843,586	910,170
October 29	591,317	930,973	940,746
October 22	589,088	926,976	954,627
October 15	583,913	912,957	954,149
Cumulative total 45 weeks	31,364,806	37,602,857	38,955,536

In Canada.—Carloadings for the week ended November 12 totaled 81,573 cars, compared with 83,638 cars for the previous week, and 84,198 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
November 12, 1949	81,573	31,326
November 13, 1948	84,198	34,896
Cumulative totals for Canada:		
November 12, 1949	3,405,355	1,391,842
November 13, 1948	3,523,331	1,560,091

Alabama Intrastate Rates

Railroads serving Alabama have asked the Interstate Commerce Commission to institute an investigation of intrastate rates in that state. The petitioning roads would have the commission find that discrimination against interstate commerce has resulted from the refusal of the Alabama Public Service Commission to authorize increases in line with the Ex Parte 166 and Ex Parte 168 increases in interstate rates.

Birthday for R. I. "Rocket"

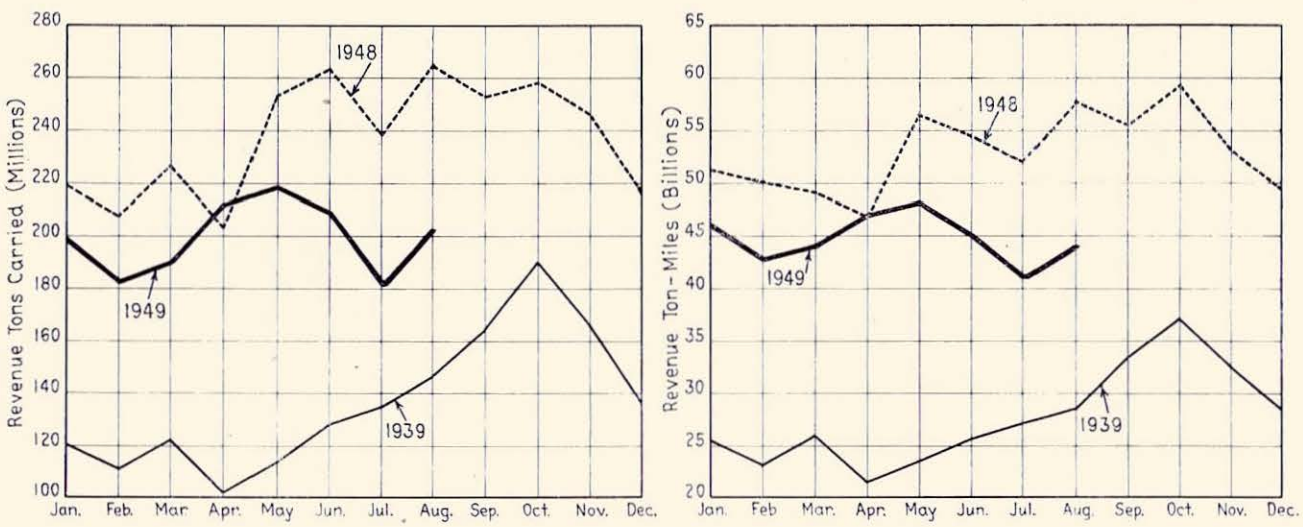
The Chicago, Rock Island & Pacific's "Rocky Mountain Rocket," which led all of the road's streamliners in total revenue with $3,018,005, or $3.41 per train mi., in 1948, celebrated its tenth anniversary on November 12. The 11-car Diesel-powered train, built by the Pullman-Standard Car Manufacturing Company, operates on the Rock Island's 1,080-mi. run between Chicago and Denver, Colo.-Colorado Springs.

RRs Defend Service Charge For Coach Seat Reservations

The Interstate Commerce Commission opened hearings at Chicago on November 21 to investigate the special service charge for reserved seats which 12 railroads inaugurated on February 1. Commissioner Mitchell presided over the hearings, which are being conducted on the commission's own motion.

The roads were asked to present evidence showing the cost of making coach seat reservations; the volume of travel in reserved seat coaches in relation to the total number of such seats available; the effects of "no shows" and late cancellation on carriers' revenue and service to the public, and the effects on revenue of charges for reservations.

For the New York Central, Sidney W. Bone, passenger traffic manager, Chicago, E. E. Pierce, general passenger agent, New York, and H. L. Porter, comptroller, New York, testified that expenses which could be avoided if reserved coach seats were abolished amount to approximately $36,700 a month, and that from February through September the sale of reserved coach seat space had grossed an average of $67,191 a month. "No shows," it was stated, have been minimized. Where, for example, 30 to 60 passengers a day failed to make use of their reservations



Revenue tons and revenue ton-miles — 1949 compared with 1939 and 1948

for coach seats on the "Empire State Express" in September, 1948, these "no shows" have since been nearly eliminated by the service charge. Asked by the commissioner if the seat charge had caused diversion of traffic to competition, Mr. Bone stated, "Not that I know of; the biggest decline in coach travel has been on the trains that do not have reserved seats." He stated further that he had not received any protests against the service charge, and pointed out that for this "modest" fee, passengers have the advantage of an assured seat, porter service, tavern-lounge and observation car facilities. "We believe," Mr. Bone said, "that the seat charge is justified and should be continued."

Commissioner Mitchell asked Mr. Pierce if he did not think that the long distance daylight coach streamliners were making money. Suggesting that they might be the only ray of hope in the passenger problem, he raised the question why the N.Y.C. did not run such a train between New York and Chicago. Mr. Pierce replied that he did not think such a train would be popular on that

(Continued on page 69)

Additional General News appears on pages 69 and 70.

OVERSEAS

Pakistan.—This country's government has invited American manufacturers having established representatives in Pakistan to submit bids for construction in, or importation into, Pakistan of tank cars for transporting oil, molasses and water, according to a recent issue of Foreign Commerce Weekly. Bids will be received until December 15. A set of specifications and accompanying drawings is available for inspection at the Pakistan embassy, 2343 S street, N.W., Washington, D. C.

SUPPLY TRADE

Carry to Become President of Pullman, Inc., on January 1

Champ Carry, president of the Pullman-Standard Car Manufacturing Company, Chicago, has been elected also president and chief executive officer of Pullman, Inc., effective on January 1, 1950, succeeding David A. Crawford, who is retiring. Mr. Crawford will continue as a director, and has been elected chairman of the finance committee. Morris W. Kellogg, board chairman of the M. W. Kellogg Company, subsidiary of Pullman, Inc., has been elected chairman of the board of the latter.

H. S. Beakes, publicity manager of the **Union Switch & Signal Co.,** with headquarters at Swissvale, Pa., has retired after more than 43 years' continuous service. He was born on April 8, 1884, at Middletown, N. Y., where he received his public school education. In 1906 he was graduated from Pratt Institute, after which he entered the three year engineering apprentice course of Union Switch & Signal. At the end of this period, Mr. Beakes remained in the engineering department and worked as service engineer until his appointment as sales engineer in 1914. He spent the next four years in Australia as representative of both Union Switch & Signal and the General Electric Company. After his return to Swissvale, Pa., in 1918, he was placed on the staff of the

H. S. Beakes

assistant chief engineer. Mr. Beakes was appointed manager of the publicity department in 1924 and held that position until his retirement on April 30, 1949. His services were retained by the company for a special assignment until October 31.

Stephen C. May has been appointed vice-president and general sales manager of **Blackmer Pump Company,** Grand Rapids, Mich. Mr. May formerly served as consulting sales counselor with the Auto-Soler Company, in sales executive capacities with the Pacific Manufacturing Corporation and the Iron Fireman Manufacturing Company, and as vice-president and sales manager of Darling Valve & Manufacturing Co.

Wayne H. Hunter of the **Republic Rubber** division, **Lee Rubber & Tire Corp.,** Youngstown, Ohio, has been transferred to St. Louis, Mo., as territory representative.

W. E. Lunger, formerly district manager of the Huntington, W. Va., plant of the **American Car & Foundry Co.,** has been appointed assistant vice-president in charge of production, with headquarters in New York. **J. E. Koontz,** assistant district manager of the Huntington plant, has been appointed district manager, succeeding Mr. Lunger.

H. W. Finnell, Jr., has been appointed Pacific Coast sales manager of the **Phelps Dodge Copper Products Corporation,** with headquarters at Los Angeles, Cal.

J. J. Kennedy has been appointed vice-president in charge of engineering and sales of the **Safety Car Heating & Lighting Co.,** with headquarters at New Haven, Conn., and **Leonard Pierson** has been appointed vice-president in charge of service operations.

Mr. Kennedy, a graduate of Carnegie Institute of Technology, started his busi-

J. J. Kennedy

ness career in 1919 with the Pyle-National Company in Chicago, first as electrical engineer and later as chief engineer. In 1930 he was appointed vice-president of the O. C. Kechley Company, Chicago. Mr. Kennedy joined Safety Car Heating & Lighting in 1935, working

Leonard Pierson

successively as design and development engineer, sales engineer and, before his recent appointment, as director of the sales division.

Mr. Pierson was graduated from the Stevens Institute of Technology. In 1909 he joined the Pintsch Compressing Cor-

poration and in 1942 he was appointed electrical superintendent of the Special Service Company, both companies being subsidiaries of Safety Car Heating & Lighting. At the time of his recent appointment he was director of engineering and research.

C. S. Powell has been appointed St. Louis, Mo., district manager for the **Graybar Electric Company,** effective December 1, succeeding **R. W. Kimberlin,** appointed district manager at San Francisco, Cal. Mr. Powell formerly was in charge of telephone, radio and appliance sales in the company's general department.

Ted H. Weigand has joined the **William F. Lynch Company,** general industrial contractors, Jersey City, N. J., and Secaucus, as assistant to the president. For the past 27 years Mr. Weigand was associated with Ingersoll-Rand Company as field representative of the railroad department.

OBITUARY

Charles Edward Brown, Jr., vice-president and general sales manager of the Okonite Company, whose death was reported in the *Railway Age* of November 12, was born in Buffalo, N. Y. He attended St. Mark's School, Southborough, Mass., and was graduated from Princeton University in 1917. During World War I he served overseas as an aviator in the United States Army. Mr. Brown began his business career with the Central Electric Company of Chicago and joined Okonite in 1925. In 1930 he was appointed assistant to the company's president, at New York, and subsequently transferred to Washington, D. C., to establish a sales office. He was appointed vice-president in 1941 and served in that capacity as the company's Washington representative. After World War II, Mr. Brown returned to New York, and in 1946 became vice-president and general sales manager.

Charles E. Brown, Jr.

ORGANIZATIONS

The **New York Railroad Club,** at its November 17 meeting, elected Perry M. Shoemaker, vice-president, operations, of the Delaware, Lackawanna & Western, as club president, to succeed Henry K. Norton, trustee of the New York, Susquehanna & Western, who has held that office for the past two years. Other newly elected officers of the club include C. L. Patterson, vice-president and general manager of the Lehigh Valley, first vice-president; H. H. Pevler, vice-president at New York of the Pennsylvania, second vice-president, and M. G. McInnes, general manager, Eastern district, of the Erie, third vice-president. David W. Pye, president of the Tuco Products Corporation, was reelected executive secretary and treasurer.

The **Toronto Railway Club** will hold its 15th annual dinner on December 3, at 7 p.m., at the Royal York Hotel, Toronto, Ont.

The 77th anniversary dinner of the **New York Railroad Club** will be held on December 8, at the Hotel Commodore. A. A. Borgading is general chairman of the dinner committee.

J. W. Holleman, assistant manager, Merchants Shippers Association, Oakland, Cal., was elected president of the **Oakland Traffic Club** at its November 15 meeting. Other officers elected are: Vice-president, J. P. Sanders, traffic manager, Gerber Products Company, Oakland; secretary, R. D. Stokes, assistant traffic manager, Howard Terminal, Oakland, and treasurer, Dwight Yeaman, office manager, Haslett Warehouse, Oakland.

The **Central Western Shippers Advisory Board** will hold its sixtieth regular meeting at Casper, Wyo., on December 5 and 6.

EQUIPMENT AND SUPPLIES

Equipment on Order

Class I railroads and railroad-owned and controlled refrigerator car lines had 17,419 new freight cars on order November 1, compared with 102,220 on order November 1, 1948, according to the Association of American Railroads. Locomotives on order by Class I roads totaled 833 as compared with 1,630 on November 1, 1948.

The A.A.R. statement featured installations of locomotives in this year's first 10 months, calling attention to the fact that the 1,577 new engines then placed in service exceeded the comparable total for the first 10 months of any other year since 1923. The 1,577 included 1,524 Diesel-electrics and 53 steam locomotives. Installations in the first 10 months of 1948 totaled 1,159 locomotives, including 1,082 Diesel-electrics, 73 steam, and 4 electrics.

Freight cars placed in service during this year's first 10 months by Class I roads and their affiliated refrigerator car lines totaled 77,618, of which 4,733 were installed in October. Retirements in the first 10 months totaled 67,732 cars, of which 6,638 were retired in October. In the first 10 months of last year, 86,060 new freight cars were placed in service while 65,937 cars were retired.

The 17,419 cars on order November 1 by Class I roads and their car-line affiliates included 10,577 to be built in railroad shops and 6,842 on order from contract builders. The breakdown by types of cars was as follows: Box, 3,189, including 2,939 plain and ventilated and 250 auto box; hoppers, 5,393, including 604 covered hoppers; gondolas, 4,153; flat, 3,090; refrigerator, 1,486; miscellaneous, 108.

The 833 new locomotives on order November 1 included 812 Diesel-electrics, 17 steam, and 4 electrics. The 1,630 on order November 1, 1948, included 1,544 Diesel-electrics and 86 steam.

FREIGHT CARS

The **Nashville, Chattanooga & St. Louis** has ordered 25 70-ton covered hopper cars from the Pullman-Standard Car Manufacturing Company at a cost of about $155,000.

The **Southern Pacific** has announced plans to purchase 3,100 new freight cars and give 900 box cars a general overhauling. Consideration is being given, the announcement said, to constructing "a substantial number of the new cars in the company's own shops, where the overhauling program will be carried out." Included in the new cars will be 3,000 steel box cars (of which 1,000 will be automobile cars, 500 to be fitted with the latest type auto-loading racks), and 100 65-ft. drop-end gondola cars.

SIGNALING

The **Nashville, Chattanooga & St. Louis** has ordered equipment from the General Railway Signal Company for the installation of an all-relay electric interlocking at Aulon, Tenn. The control machine will have a 22- by 37-in. panel with 22 track indication lights and 20 levers for control of 13 switch machines and 22 signals at a junction with the Louisville & Nashville, Illinois Central and Missouri Pacific. Type B plug-in relays, Type D high signals, and Type ME dwarf signals will be used.

The **Chicago, Burlington & Quincy** has ordered equipment from the General Railway Signal Company for the installa-

tion of an electric interlocking at Kansas City, Mo. The 24- by 132-in. control panel will have 59 track lights, 50 entrance knobs, 49 exit buttons and 36 test keys for the control of 33 switch machines and 50 signals. Type B plug-in relays Model 5C electric switch machines and Type SA searchlight signals will be used in this installation.

LOCOMOTIVES

The **Canadian Pacific** has ordered 58 Diesel-electric locomotive units costing more than $10,000,000. The Montreal Locomotive Works will build 40 1,500-hp. road units and 4 1,500-hp. road-switching units. The remaining equipment—10 1,500-hp. road units and 3 1,000-hp. yard switching units—will be constructed at the General Motors Diesel, Ltd., plant being built at London, Ont.

The **Green Bay & Western** has ordered four 1,500-hp. Diesel-electric freight locomotive units from the American Locomotive Company.

CAR SERVICE

The Interstate Commerce Commission vacated, as of 11:59 p.m. November 20, its Service Order No. 843 which was issued as a result of the coal strike to require railroads without more than 25 days' supply of fuel coal to reduce their coal-burning, passenger-service locomotive mileage by 25 per cent. The order had been in effect since 11:59 p.m. October 25. The vacating order, No. 843-A, was issued November 14, after President John L. Lewis of the United Mine Workers had ordered the miners back to work until December 1. (See *Railway Age* of October 29, page 53.) In compliance with the vacating order several railroads — including the New York Central, the Long Island and the Pennsylvania — announced the partial, or complete, restoration of service eliminated because of Service Order No. 843.

CONSTRUCTION

H. & M. to Undertake $4,500,000 Refurbishing

The Hudson & Manhattan is contemplating expenditure of approximately $4,500,000, including about $1,107,510 for deferred maintenance, to modernize its properties. Among the proposed improvements are: New interiors and exteriors for all cars and new interiors for all stations, according to plans drawn by Henry Dreyfuss, industrial designer; improved lighting facilities for cars and stations; complete redecoration of the Grove Street station, Jersey City, N. J., including installation of modern escalators; parking lots near New Jersey stations for persons not wanting to drive into New York City (the parking lots will be a non-profit service for H. & M. passengers and combination tickets covering parking fee and train fare will be sold); and bus terminals at stations with one ticket for bus and train fare.

Atchison, Topeka & Santa Fe.—This road has awarded a contract to the Ellington Miller Company, Chicago, for remodeling of its old commissary building in that city to be used as a rug cleaning building.

FINANCIAL

Alleghany Corporation.—*Reports Loss on Security Sales.*—Sale of securities by this company during the first nine months of 1949 resulted in a net loss of $4,318,266, including a loss of $352,125 on investment securities exchanged for Alleghany preferred stocks (see *Railway Age* of October 29, page 61). Consolidated net income for the first nine months of 1949, after federal income taxes but excluding profits and losses on security transactions, was $1,724,449, compared with $3,031,232 for the corresponding period last year.

Alleghany Corporation.—*Reduces C. & O. Holdings.*—This company recently sold 161,000 shares of the common stock of the Chesapeake & Ohio. After the sale, it is reported, Alleghany's holdings of C. & O. common stock amounted to more than 200,000 shares.

New York, Chicago & St. Louis.—*Bonds of W. & L. E.*—This road, which the Interstate Commerce Commission has authorized to lease the Wheeling & Lake Erie, has been authorized by the commission's Division 4 to assume liability for the 2¾ per cent general and refunding mortgage bonds recently issued by the Wheeling. The bonds include $6,870,000 of series B, proceeds of which were applied to payment on September 1 of a like amount of Wheeling first consolidated mortgage, 4 per cent bonds; and $4,000,000 of series C which were issued nominally and are now held in the Wheeling treasury (see *Railway Age* of August 27, page 59).

Pennroad Corporation. — *Dividends.* — This company has declared two dividends of 50 cents each, payable, respectively, December 12, 1949, and June 12, 1950, to stockholders of record November 17, 1949, and May 17, 1950. This is said to be the first departure since the firm was founded in 1929 from the policy of paying dividends once a year.

Wheeling & Lake Erie.—*Extra Dividend.*—This road has declared three dividends on its common stock, including an extra of $3 a share from surplus earnings, payable November 30 to stockholders of record November 25; a dividend of 48 cents a share, also payable November 30 to stockholders of record November 25, and one of $1.4375 a share payable February 1, 1950, to stockholders of record January 20, 1950.

New Securities

Applications have been filed with the Interstate Commerce Commission by:

Meridian & Bigbee River.—To assume liability for $50,000 of trustee's certificates, bearing interest at 4 per cent, to finance repair of the Naheola bridge across the Tombigbee river in Alabama. The certificates, to be sold to the Reconstruction Finance Corporation at par, would be dated November 1, and would mature on or before July 1, 1950.

New York, New Haven & Hartford.—to assume liability for $2,340,000 of equipment trust certificates to finance in part 25 streamlined sleeping cars from the Pullman-Standard Car Manufacturing Company. The application said the contract price for the cars is subject to adjustments for changes in specifications, wage rates and material prices; and that the presently estimated unit cost is $124,800. The certificates would be dated December 1, would mature in 15 annual installments of $156,000 each, beginning December 1, 1950, and would be sold on competitive bids.

Division 4 of the I.C.C. has **authorized:**

Chicago Great Western.—To issue $1,500,000 of secured promissory notes consisting of two notes for $750,000 each. As security the road will pledge first-mortgage 4 per cent bonds, series A, now held in its treasury, equal in market value at the time of the loan transaction to not less than 150 per cent of the loans, principal amount, and with the further understanding that at no time will such market value be less than 133 per cent of the balance due on the loans. The New York Trust Company and the First National Bank of Chicago will purchase the notes, which will be dated on or about December 2, 1949, and bear interest at 3 per cent. They will mature in four equal installments of one-sixth of the principal amount on December 1, 1951, March 1, June 1, and September 1, 1952, and a final installment of one-third on December 1, 1952. Of the proceeds, $500,000 will be used to redeem a like amount of Wisconsin Central first-mortgage 3½ per cent bonds, maturing January 1, which were assumed by the C.G.W. in connection with its reorganization. The remaining $1,000,000 will replenish the applicant's working capital.

Dividends Declared

Bessemer & Lake Erie.—$3.00 preferred; $1.50, semiannual, payable December 1 to holders of record November 15.

Chicago, Rock Island & Pacific.—common, 75¢; 5% preferred series A, $1.25, quarterly, both payable December 31 to holders of record December 15.

Delaware & Bound Brook.—50¢, quarterly, payable November 20 to holders of record November 13.

East Mahanoy.—$1.25, semiannual, payable December 15 to holders of record December 5.

Illinois Central (leased lines).—4% guaranteed, $2.00, semiannual, payable January 1, 1950, to holders of record December 9.

Kansas, Oklahoma & Gulf.—non-cumulative preferred, $3.00; preferred A, B & C, $3.00, semiannual, both payable December 1 to holders of record November 19.

New York, Chicago & St. Louis.—6% preferred A (accum.), $1.50, payable January 3, 1950, to holders of record December 2.

Philadelphia, Germantown & Norristown.—$1.50, quarterly, payable December 4 to holders of record November 20.

Pittsburgh & Lake Erie.—$2.00, payable December 15 to holders of record November 23.

Southern Pacific.—$1.25, quarterly, payable December 19 to holders of record November 28.

Wheeling & Lake Erie.—48¢, payable November 30 to holders of record November 25; extra, $3.00, payable November 30 to holders of record November 25; common, $1.4375, payable February 1, 1950, to holders of record January 20, 1950; and 4% prior lien, $1.00, quarterly, payable February 1, 1950, to holders of record January 20, 1950.

Average Prices Stocks & Bonds

	Nov. 15	Prev. week	Last year
Average price of 20 representative railway stocks	38.12	39.30	44.79
Average price of 20 representative railway bonds	86.72	87.26	88.02

	Nov. 21	Last week	Last year
Average price of 20 representative railway stocks	38.68	38.12	44.28
Average price of 20 representative railway bonds	86.63	86.72	88.50

RAILWAY OFFICERS

EXECUTIVE

Paul H. Draver, general freight traffic manager of the Chicago, Milwaukee, St. Paul & Pacific at Chicago, has been elected vice-president in charge of traffic at that point. He succeeds the late **E. W. Soergel,** whose death was reported in the *Railway Age* of August 27. A native of Stillwater, Minn., Mr. Draver entered the service of the Milwaukee in 1916 in the local freight office at Kansas City, Mo. From 1927 to 1936, he served at that point as city freight agent, subsequently being appointed traveling freight agent, with headquarters at Kansas City. He became general southwestern agent at Kansas City in 1938, and was advanced to assistant general freight agent at Milwaukee, Wis., in 1942. Mr. Draver became general freight traffic manager at Chicago in February, 1948.

Paul H. Draver

Donald Gordon, who, as reported in the *Railway Age* of October 15, page 61, will succeed **R. C. Vaughan** as chairman and president of the Canadian National on January 1, 1950, has also been elected to succeed Mr. Vaughan as president of the Central Vermont on that date.

Herbert W. Johnson, vice-president and comptroller of the Chicago, Burlington & Quincy, the Colorado & Southern, and the Ft. Worth & Denver City, with headquarters at Chicago, will retire on November 30, after more than 51 years of service with the Burlington system.

FINANCIAL, LEGAL & ACCOUNTING

Charles L. Howard, western counsel of the Patent division of the Association of American Railroads at Chicago, retired on November 15, after 35 years of service with the A.A.R. and the former Western Railroad Association. All work of the Patent division has been unified under the supervision of **Joseph L. Baldwin,** who has been named patent counsel. Prior to his promotion, Mr. Baldwin was Eastern counsel at Washington. **F. Stuart Tingley,** assistant Eastern counsel at Washington, and **Robert S. Auten,** assistant Western counsel at Chicago, have been appointed assistant patent counsel. **E. Norwood Bessling,** secretary of the Eastern section of the Patent division, has been named secretary of the division. Headquarters of the division are at Washington, but an office will also be maintained at Chicago.

Frank Thomas, manager of real estate of the Central region of the Canadian National at Toronto, Ont., has been appointed manager of real estate of the system, with headquarters at Montreal, Que. Mr. Thomas was born in England and started his railroad career there before going to Canada in 1912 and joining the Grand Trunk (Canadian National) as secretary to the terminal superintendent at Toronto. After serving overseas in World War I he returned to the road in 1919 as timekeeper and accountant and the next year moved to Montreal as clerk in the land department. In 1923 Mr. Thomas returned to Toronto as chief clerk in the right-of-way department, then becoming inspector and chief inspector, successively. He was appointed manager of real estate for the Central region in 1948. Mr. Thomas received his M.B.E. (Member of the Order of the British Empire) in recognition of his work for the Canadian government during World War II, when he was on loan from the C.N.R. He was responsible for the acquisition of all lands required for the British Commonwealth Air Training Plan and for property needed by the United States Army for its transport facilities.

A. L. Church, executive assistant to the president of the Illinois Central at Chicago, has been elected also secretary, effective January. **A. B. Huttig,** assistant treasurer and assistant secretary at Chicago, will become treasurer on that date, and continue as assistant secretary, **R. E. Connolly,** vice-president, secretary and treasurer at Chicago, will continue as vice-president in charge of accounting.

TRAFFIC

To increase its service to west coast shippers and receivers, the New York, Chicago & St. Louis will establish a general freight traffic office in the Monadnock building at San Francisco, Cal., on December 1. The new office will supplement and supervise services already being performed by existing general agencies at San Francisco, Los Angeles, Cal., Portland, Ore., Seattle, Wash., and Salt Lake City, Utah. Promoted to freight traffic manager in charge of the new office is **Ralph R. Deahl,** now assistant general freight agent at Chicago. **Harold Wilding,** assistant general freight agent at Cleveland Ohio, will become general freight agent at Chicago, effective December 1.

Ralph R. Deahl

Born at Fort Wayne, Ind., 54 years ago, Mr. Deahl entered the service of the Nickel Plate in April, 1913. Most of his early training was in the general offices at Cleveland, where he gained experience with freight train schedules and a general working knowledge of terminal facilities in the east. After serving a term in the coal department, he became general agent at Pittsburgh, Pa., in 1941. In October, 1945, Mr. Deahl was appointed assistant general freight agent at Chicago.

Mr. Wilding is a native of Indianapolis, Ind., and joined the Nickel Plate there as a yard clerk in July, 1917. After

occupying various clerical positions in the operating and traffic departments, he was appointed city freight agent at Indianapolis in 1921. Subsequently, he served as freight representative at Fort Wayne, Ind., coal traffic agent at Chicago, commercial agent at Erie, Pa., general agent at Louisville, Ky., and Columbus, Ohio, coal freight agent at Cleveland, general agent at Pittsburgh, and assistant general freight agent at Washington, D. C. Mr. Wilding was transferred to Cleveland as assistant general freight agent in August, 1947.

David J. Hearne, general passenger agent for the Illinois Central in the Chicago territory, has been appointed general passenger agent—system, at Chicago. **H. J. Biesterfeldt,** district passenger agent at Minneapolis, Minn., has been promoted to assistant general passenger agent at Chicago, and is succeeded by **J. C. LaCombe,** city passenger agent at Chicago. Born in Ireland on August 18, 1895, Mr. Hearne attended De La Salle high school and college at Waterford, Ireland. In March, 1913, he entered I. C. service in the passenger department at Chicago, serving in junior clerical positions until July, 1917. During World War I he was sergeant-major in the 132nd Infantry, 33rd Division, U.S. Army, and in March, 1919, returned to the I. C. After holding various clerical posts in the passenger department at Chicago, he was appointed advertising agent at that point in 1924. Ten years later he became office manager, passenger department, at Chicago, being named assistant general passenger agent there in 1937. In April, 1944, Mr. Hearne was advanced to general passenger agent at Chicago.

William A. Wright, division freight agent of the Southern at Norfolk, Va., will retire on December 1, after 45 years of service with that road.

Gerald M. Ryan, assistant general freight agent of the Chicago, Milwaukee, St. Paul & Pacific at Chicago, has been promoted to general freight agent at that point. Advanced to succeed Mr. Ryan is **Lyle R. Whitehead,** chief clerk to the general freight traffic manager at Chicago. Mr. Ryan, who was born in Chicago on May 1, 1900, attended Crane Technical high school in that city. He began his career with the Milwaukee in November, 1915, in the traffic department, and subsequently served in various positions, including that of chief clerk to freight traffic manager and chief clerk to assistant vice-president. In 1938 he was advanced to assistant general freight agent at Chicago.

A. C. Collins, Jr., has been appointed general agent of the Chicago Great Western at Winston-Salem, N. C., succeeding the late **L. A. Powell.**

C. A. Rand, general agent, passenger department, Great Northern, with headquarters at Kansas City, Mo., will retire on December 1. Appointed to succeed Mr. Rand is **O. W. Pierce,** district passenger agent at Des Moines, Iowa, who will in turn be replaced by **W. H. Pfister,** city passenger agent at Everett, Wash.

A. J. McGuinn, traveling car service agent of the Great Northern, has been appointed supervisor of merchandise service, with headquarters at St. Paul, Minn., succeeding the late **J. J. Retzer,** whose death was reported in the *Railway Age* of November 5.

Joseph A. Russell, freight traffic manager for the Erie at Chicago, has been appointed to the newly-created position of western traffic manager at Los Angeles, Cal., in charge of Erie traffic agencies at Dallas, Tex., Portland, Ore., Seattle, Wash., San Francisco, Cal. and Los Angeles. He has been succeeded by **Clifford V. Harrow,** assistant freight traffic manager at Chicago. **Harold W. Gray,** general agent at St. Louis, Mo., has been promoted to assistant general freight agent at Cincinnati, Ohio, succeeding **R. L. Murphy,** retired. Mr. Gray has been replaced by **Leonard M. Schukei.**

Joseph A. Russell

Mr. Russell served with the Northern Pacific and the Chicago & North Western prior to joining the Erie in 1927 as a commercial agent at Seattle. Three years later he was appointed general agent at Portland, being transferred in that position to Los Angeles in 1939. In 1941 he became manager of perishable and dairy freight traffic at New York, and, since 1946, has served as freight traffic manager at Chicago.

ENGINEERING & SIGNALING

T. H. Jenkins, bridge engineer of the Grand Trunk Western at Detroit, Mich., has been appointed bridge engineer of the Central region of the Canadian National, with headquarters at Toronto, Ont., to succeed **J. F. Salmon,** who has been assigned to special duties.

B. G. Packard, division engineer of the Chicago & North Western at Escanaba, Mich., has been transferred in that position to the Dakota division, with headquarters at Huron, S. D. He is succeeded by **R. D. Ransome,** supervisor of bridges and buildings at Madison, Wis.

OBITUARY

James E. Payne, vice-president—traffic of the St. Louis-San Francisco, at St. Louis, Mo., died at his home in Clayton, Mo., on November 14. Born at Chesterfield, Mo., on March 6, 1900, Mr. Payne entered railroad service in June, 1917, as a clerk-auditor in the passenger department of the Frisco at St. Louis. He was appointed city passenger agent

James E. Payne

in 1925, and three years later became passenger agent at Tulsa, Okla. In 1933 he was promoted to traffic manager at the same point and in 1940 was advanced to assistant to the general traffic manager at St. Louis, being named assistant freight traffic manager later in the same year. In January, 1942, Mr. Payne was appointed freight traffic manager and in May, 1947, became vice-president in charge of traffic.

L. A. Powell, general agent of the Chicago Great Western at Winston-Salem, N. C., died on October 21, in that city.

Harold J. Forster, who retired on May 31, 1947, as secretary and treasurer of the Association of American Railroads at Washington, D. C., died on November 15 at Putnam Memorial hospital, Bennington, Vt., at the age of 59.

Edwin H. Henken, general agent of the Missouri-Kansas-Texas at Cincinnati, Ohio, died of a heart attack at his home in Ft. Thomas, Ky., on November 7, at the age of 50.

Louis H. Skinner, assistant vice-president of the Southern at Washington, D. C., died on November 21 at Circle Terrace hospital, Alexandria, Va., at the age of 66.

Edward H. Holden, who retired in 1947 as assistant to president, Kansas City Southern Lines, died in Kansas City, Mo., on November 8, at the age of 78.

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF SEPTEMBER AND NINE MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues			Operating Expenses					Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income	
						Maintenance of									
			Freight	Passenger	Total (inc. misc.)	Way and structures	Equipment	Traffic	Transportation	Total				1949	1948
Akron, Canton & Youngstown	Sept.	171	357,912	101	370,628	67,507	41,036	27,606	112,024	273,140	73.7	97,488	42,955	43,628	82,003
	9 mos.	171	3,410,532	574	3,549,117	667,694	410,665	252,869	1,095,521	2,664,953	75.1	884,164	360,560	398,170	849,853
Atchison, Topeka & Santa Fe System	Sept.	13,102	30,579,721	4,014,262	38,098,217	5,861,621	6,888,906	1,012,615	12,552,610	28,067,558	73.67	10,030,659	5,534,772	4,983,995	6,127,271
	9 mos.	13,103	291,036,379	37,255,462	360,426,870	60,580,107	70,144,629	8,720,713	121,166,700	276,455,978	76.70	83,970,892	43,730,235	38,097,798	50,088,000
Atlanta & St. Andrews Bay	Sept.	82	202,086	2,046	208,946	24,910	15,927	7,150	48,616	107,506	51.5	101,440	38,608	45,773	33,985
	9 mos.	82	1,416,090	14,478	1,485,745	245,475	130,780	60,608	399,548	936,303	63.0	549,442	211,988	213,604	348,433
Atlanta & West Point	Sept.	93	262,597	45,226	343,488	40,338	46,213	13,365	166,998	290,072	84.4	53,416	23,794	3,586	15,742
	9 mos.	93	2,255,153	424,366	3,022,730	352,990	444,546	127,634	1,509,111	2,642,655	87.4	380,075	205,981	8,769	151,597
Western of Alabama	Sept.	133	271,820	43,824	346,187	36,920	49,102	13,312	139,710	260,635	75.3	85,552	40,728	38,641	34,669
	9 mos.	133	2,316,399	416,421	2,996,784	372,196	490,572	127,689	1,323,437	2,503,820	83.6	492,964	391,698	197,900	326,499
Atlantic & Danville	Sept.	205	80,828	.....	82,221	22,885	10,190	7,139	47,106	100,292	122.0	—18,071	2,805	—30,386	.....
	9 mos.	205	150,662	.....	152,606	44,957	13,428	17,420	82,540	185,508	121.6	—32,902	5,653	—56,223	.....
Atlantic Coast Line	Sept.	5,526	6,740,140	1,043,926	8,403,870	1,782,377	1,671,312	289,585	3,692,532	7,891,086	93.9	512,784	600,000	70,094	—657,566
	9 mos.	5,550	72,338,774	14,063,120	93,216,313	15,481,697	17,650,599	2,702,083	39,238,508	79,614,282	85.4	13,602,031	8,400,000	4,192,690	4,779,726
Charleston & Western Carolina	Sept.	343	304,719	2,428	315,581	65,335	41,838	14,811	140,834	271,803	86.1	43,778	20,000	32,065	23,472
	9 mos.	343	3,294,553	24,254	3,404,452	696,182	633,611	141,648	1,491,468	3,063,718	90.0	340,734	235,000	46,199	336,348
Baltimore & Ohio	Sept.	6,201.88	24,402,233	1,715,533	28,027,852	3,365,187	5,997,540	734,978	11,788,873	23,208,728	82.8	4,819,124	2,063,115	2,095,731	4,218,460
	9 mos.	6,201.88	246,072,444	16,526,691	278,521,393	34,656,883	56,644,221	6,641,399	116,022,427	226,235,976	81.2	52,285,417	22,908,784	23,915,750	33,465,728
Staten Island Rapid Transit	Sept.	29	169,860	47,205	223,934	31,065	37,197	1,527	121,236	211,007	94.2	12,927	31,374	—33,774	—5,308
	9 mos.	29	1,599,185	483,304	2,126,321	359,804	351,488	15,195	1,130,947	2,121,021	99.8	5,300	298,759	—428,377	—398,041
Bangor & Aroostook	Sept.	602	449,111	40,907	517,892	233,267	177,327	8,956	188,766	652,749	126.0	—134,857	1,154	—98,309	8,066
	9 mos.	602	9,772,291	328,505	10,383,089	2,361,201	1,646,517	106,365	2,623,157	7,163,685	69.0	3,219,404	1,603,809	1,634,487	1,969,888
Bessemer & Lake Erie	Sept.	214	1,824,731	2,316	1,840,056	240,342	580,365	16,398	465,914	1,386,485	75.4	453,571	272,654	328,038	965,506
	9 mos.	214	18,345,445	12,293	18,508,502	1,874,947	5,704,295	151,298	4,280,718	12,713,525	69.0	5,794,977	3,137,875	4,061,839	6,305,221
Boston & Maine	Sept.	1,712	4,938,332	1,088,592	6,646,614	1,246,471	918,402	101,491	2,887,956	5,450,059	82.0	1,196,555	510,142	363,884	706,704
	9 mos.	1,742	45,834,795	10,054,357	61,312,563	10,181,961	9,775,862	927,507	26,602,655	50,238,623	81.9	11,073,940	4,903,874	3,584,281	5,600,278
Burlington-Rock Island	Sept.	228	270,125	50,606	353,051	46,940	39,356	4,729	136,606	247,925	70.2	105,126	9,170	50,808	46,173
	9 mos.	228	2,981,139	461,032	3,655,206	485,293	385,265	43,646	1,443,740	2,548,821	69.7	1,106,385	85,893	465,316	506,809
Cambria & Indiana	Sept.	35.38	51,848	.....	51,886	13,188	62,646	821	13,363	103,481	199.44	—51,595	12,957	8,954	90,802
	9 mos.	35.38	1,023,748	.....	1,024,143	131,355	661,978	7,792	200,668	1,090,551	106.48	—66,408	343,478	418,024	426,350
Canadian Pacific Lines in Maine	Sept.	234	232,961	52,754	314,989	90,170	64,181	8,377	139,079	313,745	99.6	1,244	23,616	—69,208	—67,533
	9 mos.	234	3,775,828	404,347	4,422,833	953,853	728,467	66,640	1,734,716	3,601,710	81.4	821,123	227,302	—17,253	221,086
Canadian Pacific Lines in Vermont	Sept.	90	169,031	26,291	214,248	69,399	29,411	6,587	127,699	240,096	112.1	—25,848	12,817	—84,599	—110,696
	9 mos.	90	1,293,417	150,145	1,597,329	484,181	304,530	51,308	1,226,927	2,137,242	133.8	—539,913	119,894	—1,027,876	—936,914
Central of Georgia	Sept.	1,815.29	2,470,657	224,766	2,907,850	519,111	458,140	108,367	1,349,152	2,591,549	89.1	316,301	207,667	50,508	137,174
	9 mos.	1,815.29	21,837,025	2,138,271	26,087,585	4,371,052	4,206,725	988,652	12,628,715	23,720,430	90.9	2,367,155	1,869,866	180,011	1,442,340
Central of New Jersey	Sept.	415	2,259,281	532,708	2,975,127	396,165	419,525	54,825	1,529,361	2,572,926	86.5	402,201	373,315	—230,477	14,046
	9 mos.	415	21,540,288	4,768,328	28,024,737	4,279,974	4,881,169	481,436	14,312,178	25,640,205	91.5	2,384,532	3,469,265	—3,471,941	—2,488,120
Central of Pennsylvania	Sept.	212	1,261,197	12,882	1,306,320	105,611	255,387	22,266	431,012	857,598	65.6	448,722	58,965	617,130	1,037,925
	9 mos.	212	12,613,446	136,105	13,060,347	1,362,129	2,418,679	210,521	4,107,257	8,491,678	65.0	4,568,669	561,469	6,272,202	7,883,185
Central Vermont	Sept.	422	657,000	66,000	774,000	185,733	155,312	14,238	347,809	744,489	96.2	29,511	48,450	—59,845	86,278
	9 mos.	422	6,077,000	599,000	7,146,000	1,395,241	1,271,742	139,293	3,065,210	6,216,349	87.0	929,651	435,993	120,736	564,577
Chesapeake & Ohio	Sept.	5,114	17,165,469	742,696	18,990,328	3,714,690	4,647,424	512,842	7,496,524	17,447,220	91.9	1,543,108	1,287,194	155,625	5,229,768
	9 mos.	5,106	199,442,829	7,603,649	217,325,876	32,308,238	44,918,299	4,937,141	77,257,633	169,681,908	78.1	47,643,968	24,405,164	24,303,472	34,942,079
Chicago & Eastern Illinois	Sept.	909	1,811,117	281,481	2,311,814	312,525	352,484	102,887	909,285	1,809,771	78.3	502,043	185,400	162,282	175,836
	9 mos.	909	16,530,313	2,678,240	21,185,569	3,028,262	3,917,651	947,659	8,944,350	18,132,751	85.6	3,052,818	1,256,918	735,443	1,518,380
Chicago & Illinois Midland	Sept.	130	359,415	654	373,723	80,352	120,803	22,933	172,755	432,860	115.8	—59,137	— 21,045	—58,670	277,639
	9 mos.	131	5,753,590	7,279	5,918,275	743,810	1,216,790	223,872	1,714,410	4,208,878	71.1	1,709,397	688,219	867,638	1,650,481
Chicago & North Western	Sept.	8,076	12,159,861	1,824,688	15,567,061	2,219,014	2,637,758	309,297	6,877,813	12,834,566	82.4	2,732,495	1,006,907	1,270,385	1,356,441
	9 mos.	8,076	99,445,453	16,962,924	129,874,562	21,346,279	26,702,949	2,814,918	62,474,942	120,302,209	92.6	9,572,353	9,175,787	—810,358	7,491,683
Chicago, Burlington & Quincy	Sept.	8,873	15,599,182	1,851,865	19,114,677	2,743,172	2,653,310	405,532	6,512,797	13,066,872	68.4	6,047,805	2,934,357	2,687,361	2,830,578
	9 mos.	8,731	131,471,963	13,719,710	159,934,620	29,444,950	29,298,306	3,913,496	58,383,425	127,580,610	79.8	32,354,010	17,660,221	11,433,291	24,208,606
Chicago Great Western	Sept.	1,480	2,554,409	19,455	2,770,000	864,146	291,897	93,748	840,531	2,170,995	78.4	599,005	155,923	184,303	333,842
	9 mos.	1,493	21,823,838	260,232	23,631,482	5,381,579	2,669,808	928,133	8,564,294	18,249,509	77.2	5,381,973	1,674,455	1,712,828	2,727,462
Chicago, Indianapolis & Louisville	Sept.	541	1,334,078	75,541	1,503,185	254,838	219,736	71,983	550,822	1,183,603	78.7	319,582	69,209	155,940	144,202
	9 mos.	541	11,643,218	816,938	13,299,646	2,368,136	2,240,393	683,666	5,163,050	11,252,387	84.6	2,047,259	689,271	633,727	1,388,568
Chicago, Milwaukee, St. Paul & Pacific	Sept.	10,670	17,443,789	1,630,786	21,073,218	3,114,414	3,233,882	395,003	8,332,449	15,985,738	75.9	5,087,480	2,338,000	2,165,498	2,799,140
	9 mos.	10,670	147,031,942	15,093,500	179,171,290	30,148,530	33,761,691	3,846,596	77,726,236	153,691,815	85.8	25,479,475	14,207,000	7,139,439	11,152,557
Chicago, Rock Island & Pacific	Sept.	7,620	13,107,941	1,750,247	15,944,708	2,089,435	2,393,602	449,811	5,236,931	10,878,682	68.2	5,066,026	2,157,429	2,267,371	1,700,801
	9 mos.	7,622	112,345,170	16,233,809	138,470,924	18,578,153	22,213,419	4,105,323	50,344,321	101,564,437	73.3	36,906,487	16,123,785	14,347,712	16,258,505
Chicago, St. Paul, Minn. & Omaha	Sept.	1,617	2,508,052	183,656	2,917,420	383,749	312,160	53,379	1,363,018	2,222,051	76.2	695,369	175,501	366,101	426,803
	9 mos.	1,617	19,486,076	1,854,436	23,204,310	3,509,916	3,875,446	508,695	11,714,006	20,685,220	89.1	2,519,090	1,598,239	—89,244	857,530
Clinchfield	Sept.	317	1,228,595	3,440	1,246,747	185,503	249,199	34,208	300,811	799,138	64.1	447,609	174,391	349,549	594,090
	9 mos.	317	12,373,303	45,215	12,531,308	1,793,996	2,508,038	305,365	3,432,708	8,310,624	66.3	4,220,684	1,442,483	3,443,727	5,305,533

Revenue and Expense table continued on next left-hand page

REVENUES AND EXPENSES OF RAILWAYS

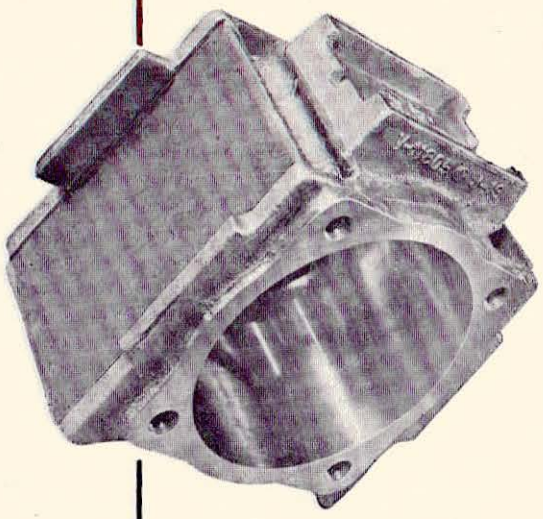
MONTH OF SEPTEMBER AND NINE MONTHS OF CALENDAR YEAR 1949

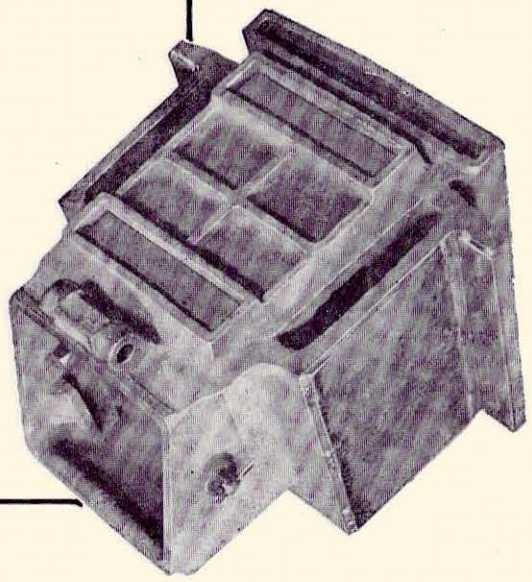
Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating Expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income 1949	Net railway operating income 1948
Colorado & Southern	Sept.	746	937,630	97,105	1,144,715	184,672	165,428	23,230	429,767	850,759	74.3	293,956	123,481	93,673	106,969
	9 mos.	745	8,321,249	712,891	9,811,347	1,532,162	1,731,672	225,284	3,837,096	7,784,372	79.3	2,026,975	989,794	643,415	528,105
Ft. Worth & Denver City	Sept.	902	934,290	122,655	1,156,344	175,555	210,458	40,946	407,144	906,049	78.4	250,295	84,476	103,102	214,340
	9 mos.	902	9,509,023	1,095,089	11,483,335	1,749,749	1,664,330	388,198	4,003,591	8,457,534	73.7	3,025,801	1,034,096	1,435,653	1,589,165
Colorado & Wyoming	Sept.	41	98,876	.....	165,698	13,466	16,651	1,038	69,919	110,032	66.4	55,666	33,591	22,806	50,367
	9 mos.	41	1,142,657	.....	1,872,643	129,389	198,874	8,958	744,265	1,161,426	62.0	711,217	375,606	335,621	521,634
Columbus & Greenville	Sept.	168	161,661	60	166,811	38,978	34,587	5,638	49,568	145,948	87.5	20,863	15,920	5,952	18,995
	9 mos.	168	1,394,874	37	1,446,278	339,710	282,881	42,488	412,515	1,229,620	85.0	216,658	147,867	90,873	127,817
Delaware & Hudson	Sept.	794	3,574,192	246,444	3,955,165	514,613	819,293	71,702	1,645,637	3,221,339	81.4	733,826	267,063	430,087	735,534
	9 mos.	794	34,733,620	1,727,680	37,495,088	5,591,952	8,223,400	638,424	15,612,673	31,638,337	84.4	5,856,751	3,095,342	2,566,309	5,412,108
Delaware, Lackawanna & Western	Sept.	968	5,023,066	798,672	6,374,223	708,971	907,303	155,797	2,865,715	4,875,082	67.2	1,517,141	727,164	706,608	1,120,869
	9 mos.	969	48,588,239	7,459,108	60,830,917	8,364,961	10,751,548	1,354,085	27,516,913	50,086,455	82.3	10,744,462	5,597,440	4,763,256	7,942,295
Denver & Rio Grande Western	Sept.	2,413	5,048,422	306,999	5,564,115	777,989	973,630	146,951	2,054,690	4,221,284	75.9	1,342,831	576,078	664,868	1,150,246
	9 mos.	2,429	44,597,078	2,517,561	49,440,245	7,386,382	9,141,025	1,451,947	17,972,469	38,371,661	77.6	11,068,584	5,051,328	5,935,750	9,157,296
Detroit & Mackinac	Sept.	232	180,115	586	188,536	31,500	19,614	2,084	36,589	96,046	50.9	92,490	34,297	50,950	45,878
	9 mos.	232	1,281,393	7,060	1,373,301	283,500	204,709	18,215	306,070	878,878	64.0	494,423	197,998	283,287	435,432
Detroit & Toledo Shore Line	Sept.	50	462,896	.....	465,281	64,669	51,759	13,202	143,216	283,243	60.9	182,038	56,987	69,179	75,384
	9 mos.	50	4,542,951	.....	4,564,420	492,566	420,869	117,408	1,421,255	2,554,029	56.0	2,010,391	628,560	691,061	806,670
Detroit, Toledo & Ironton	Sept.	464	1,233,206	635	1,155,521	187,108	194,830	22,630	335,294	776,832	67.2	378,689	164,584	202,204	339,700
	9 mos.	464	11,114,535	5,838	11,520,599	1,515,506	2,148,043	217,376	3,040,164	7,261,746	63.0	4,258,853	1,671,594	2,170,159	2,527,294
Duluth, Missabe & Iron Range	Sept.	574	4,692,711	3,360	5,547,915	617,946	644,982	7,417	1,339,874	2,677,750	48.3	2,870,165	1,419,838	1,466,474	1,959,912
	9 mos.	574	32,364,503	46,199	37,947,990	5,605,575	4,911,960	73,105	9,952,333	21,114,650	55.6	16,833,340	8,288,135	8,542,392	9,126,449
Duluth, Winnipeg & Pacific	Sept.	175	263,000	2,000	269,300	82,626	34,417	3,954	123,538	250,202	92.9	19,098	23,708	—28,769	21,374
	9 mos.	175	2,376,000	24,900	2,437,400	649,112	399,426	38,030	1,145,741	2,285,763	93.8	151,637	203,093	—308,100	178,056
Elgin, Joliet & Eastern	Sept.	238	2,849,445	3	3,526,118	391,910	751,929	27,688	1,185,834	2,466,129	69.9	1,059,989	477,880	387,134	919,851
	9 mos.	238	28,681,418	23	34,733,231	3,024,091	6,294,840	250,892	11,818,189	22,391,413	64.5	12,341,818	4,914,321	5,082,293	5,896,887
Erie	Sept.	2,231	10,896,325	602,067	12,389,310	1,413,504	2,124,491	303,443	5,303,029	9,719,487	78.5	2,669,823	1,115,535	1,056,119	2,136,843
	9 mos.	2,230	99,209,688	5,702,432	112,817,746	16,439,248	20,756,136	2,838,279	47,803,260	93,348,554	82.7	19,469,192	9,165,161	6,973,553	14,321,932
Florida East Coast	Sept.	575	1,003,496	340,768	1,495,240	329,740	369,585	58,896	606,600	1,510,836	101.0	—15,596	278,369	—348,828	—153,917
	9 mos.	575	12,918,041	5,207,858	19,902,941	3,559,903	3,559,765	580,848	7,559,816	16,782,651	84.3	3,120,290	2,311,610	—145,395	1,621,805
Georgia Railroad	Sept.	326	581,850	32,500	655,594	80,017	90,502	27,026	311,632	537,592	82.0	118,002	32,625	98,247	139,853
	9 mos.	326	5,317,242	287,546	5,976,501	869,406	884,743	258,529	2,899,524	5,178,577	86.6	797,924	307,310	630,896	960,675
Georgia & Florida	Sept.	408	208,162	15	211,823	65,609	31,642	15,418	91,369	215,017	101.5	—3,194	15,502	—29,887	—1,789
	9 mos.	408	2,117,979	1,078	2,146,154	629,758	321,328	140,204	921,866	2,114,462	98.5	31,692	143,422	—252,229	—55,272
Grand Trunk Western	Sept.	971	3,310,000	189,000	3,707,000	709,454	644,372	59,398	1,680,870	3,247,976	87.6	459,024	255,294	77,047	978,578
	9 mos.	971	31,313,000	1,700,000	35,315,000	6,015,307	6,092,482	577,637	15,707,646	29,770,371	84.3	5,544,629	2,229,614	2,355,519	3,475,882
Canadian Natl. Lines in New Eng.	Sept.	172	125,000	16,000	171,000	67,892	41,642	2,833	105,046	228,201	133.4	—57,201	22,576	—107,804	—91,299
	9 mos.	172	1,194,000	109,000	1,555,000	625,284	402,021	25,794	1,059,913	2,220,900	142.8	—665,900	203,184	—1,123,886	—975,772
Great Northern	Sept.	8,318	20,022,580	857,533	22,422,691	2,723,730	2,740,550	385,866	6,422,745	12,905,405	57.6	9,517,286	4,079,819	4,805,808	4,882,184
	9 mos.	8,318	140,169,939	9,045,131	161,932,022	31,345,482	26,606,565	3,166,450	57,326,611	124,253,114	76.7	37,678,908	19,590,982	15,337,534	18,862,887
Green Bay & Western	Sept.	224	300,265	.....	305,756	96,083	39,220	18,061	100,337	268,018	87.7	37,738	16,856	2,427	—9,832
	9 mos.	224	2,569,537	330	2,629,460	771,587	313,941	165,090	853,101	2,219,808	84.4	409,652	205,786	55,956	160,980
Gulf, Mobile & Ohio	Sept.	2,901	5,186,506	388,717	6,001,337	1,068,934	1,007,305	215,130	1,904,624	4,488,598	74.5	1,512,739	616,667	583,959	962,012
	9 mos.	2,901	46,357,973	4,080,409	54,217,091	9,503,965	9,479,364	2,049,074	17,746,652	41,496,621	76.5	12,720,470	5,199,844	5,163,989	6,777,516
Illinois Central	Sept.	6,542	17,389,245	1,883,852	21,149,662	4,253,157	3,531,054	446,928	7,537,402	16,662,662	78.8	4,487,000	2,393,084	1,905,856	2,527,049
	9 mos.	6,547	150,085,606	18,380,549	187,409,901	34,228,630	32,781,364	4,054,979	69,095,111	148,451,552	79.2	38,958,349	21,023,695	16,782,533	21,464,883
Illinois Terminal	Sept.	474	807,497	105,395	1,033,883	145,302	119,216	37,472	390,705	734,706	71.06	299,177	132,267	146,124	199,904
	9 mos.	474	6,949,139	1,003,652	8,880,126	1,399,618	1,189,532	329,567	3,521,713	6,846,793	77.10	2,033,333	996,738	963,412	1,474,586
Kansas City Southern	Sept.	891	3,056,969	101,868	3,455,581	337,758	372,890	87,017	977,103	1,880,962	54.4	1,574,619	610,000	774,519	881,124
	9 mos.	891	26,393,688	927,127	29,619,243	2,586,045	3,487,709	830,803	8,582,355	16,596,864	56.0	13,022,379	4,609,000	6,773,976	7,525,515
Kansas, Oklahoma & Gulf	Sept.	328	287,572	880	291,238	74,891	29,285	15,977	100,592	239,470	82.2	51,768	29,647	—1,568	105,558
	9 mos.	328	3,903,867	6,614	3,939,806	575,283	333,328	150,305	1,076,882	2,312,102	58.7	1,627,704	726,760	651,764	770,453
Lake Superior & Ishpeming	Sept.	156	377,414	43	458,141	46,064	45,876	1,659	83,579	186,401	40.7	271,740	27,203	245,043	74,370
	9 mos.	156	2,607,697	817	3,147,632	430,662	425,746	16,069	675,835	1,631,528	51.8	1,516,104	655,572	887,417	692,664
Lehigh & Hudson River	Sept.	96	225,607	.....	225,998	35,670	21,771	9,024	85,861	161,099	71.3	64,899	26,119	18,010	27,064
	9 mos.	96	2,102,857	.....	2,107,678	344,976	300,745	80,818	822,985	1,630,772	77.4	476,906	200,315	92,572	242,270
Lehigh & New England	Sept.	191	614,306	.....	618,735	57,971	103,361	10,597	166,767	367,873	59.5	250,862	113,949	148,768	245,159
	9 mos.	191	5,516,610	.....	5,565,517	894,447	941,717	98,021	1,508,801	3,721,327	66.9	1,844,190	894,826	1,149,836	1,473,969
Lehigh Valley	Sept.	1,252	5,018,647	292,752	5,588,391	695,806	901,428	134,645	2,394,577	4,364,767	78.1	1,223,624	420,474	587,431	1,180,115
	9 mos.	1,252	46,686,041	2,968,707	52,248,272	7,578,451	8,979,321	1,252,226	23,001,772	43,016,662	82.3	9,231,610	3,674,797	4,035,501	6,394,249
Long Island	Sept.	376	1,111,804	3,028,130	4,318,156	557,245	774,869	15,247	2,198,054	3,630,941	84.1	687,215	460,035	—50,193	337,510
	9 mos.	376	10,002,208	26,400,170	38,048,987	4,959,252	6,952,125	256,675	20,256,452	33,790,454	88.8	4,258,533	4,128,184	—2,243,449	—2,086,253

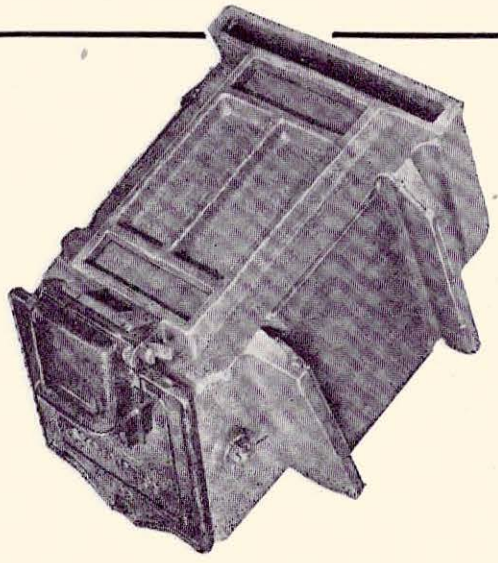
Revenue and Expense table continued on next left-hand page

JOURNAL BOXES

by Franklin







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REVENUES AND EXPENSES OF RAILWAYS

MONTH OF SEPTEMBER AND NINE MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating Expenses: Maintenance of — Way and structures	Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income: 1949	1948
Louisiana & Arkansas	Sept.	756	1,492,801	62,201	1,625,005	199,315	171,788	47,415	497,392	974,523	60.0	650,482	255,487	305,500	333,697
	9 mos.	756	12,488,913	557,884	13,649,366	1,684,956	1,584,076	454,948	4,419,546	8,656,493	63.4	4,992,873	1,986,250	2,383,480	2,724,993
Louisville & Nashville	Sept.	4,783	11,960,520	1,098,096	13,867,905	2,278,998	2,738,478	288,289	6,007,469	11,875,261	85.6	1,992,644	1,654,373	656,993	2,400,846
	9 mos.	4,774	116,746,244	10,705,434	135,615,745	20,736,538	29,174,528	2,702,308	57,041,695	114,906,769	84.7	20,708,976	14,733,078	10,173,242	15,345,572
Maine Central	Sept.	981	1,521,555	155,608	1,806,565	378,844	386,968	20,322	719,256	1,574,215	87.1	232,350	114,107	84,451	118,400
	9 mos.	981	15,773,420	1,457,927	18,361,324	3,215,783	3,786,571	173,072	6,512,293	14,305,099	77.9	4,056,225	2,031,516	1,663,378	1,890,645
Midland Valley	Sept.	334	150,921	9	153,762	36,373	18,594	3,160	52,165	117,044	76.1	36,718	15,161	11,581	21,013
	9 mos.	334	1,388,337	83	1,416,415	337,450	173,101	31,690	483,220	1,086,631	76.7	329,784	145,726	108,939	151,045
Minneapolis & St. Louis	Sept.	1,421	1,537,159	6,574	1,588,831	283,415	253,552	107,724	504,743	1,244,370	78.3	344,461	175,218	130,134	267,553
	9 mos.	1,421	13,416,618	90,285	13,926,093	2,759,364	2,330,556	983,379	4,778,550	11,689,014	83.9	2,237,079	1,252,635	807,415	1,337,113
Minneapolis, St. Paul & S. S. Marie	Sept.	3,224	3,865,689	142,110	4,187,728	791,583	465,699	66,436	1,280,067	2,672,060	63.8	1,515,668	537,723	815,835	1,232,023
	9 mos.	3,224	24,290,028	1,067,568	26,890,589	5,441,888	4,455,752	584,031	10,908,809	22,309,690	83.0	4,580,899	2,366,980	1,689,103	1,450,364
Duluth, South Shore & Atlantic	Sept.	530	422,987	11,818	466,230	103,691	105,007	18,374	200,528	505,791	108.5	—39,561	26,649	—76,246	87,937
	9 mos.	530	3,850,550	122,146	4,222,874	1,134,173	872,449	160,624	1,819,373	4,153,041	98.3	69,833	227,880	—283,045	532,107
Spokane International	Sept.	152	163,790	1,062	176,136	34,656	15,010	4,111	71,427	133,734	75.9	42,402	10,867	18,693	27,163
	9 mos.	152	1,406,379	11,743	1,520,543	365,049	158,875	36,284	630,118	1,268,638	83.4	251,905	101,551	32,073	127,960
Mississippi Central	Sept.	148	170,682	—71	174,139	38,950	23,037	12,601	49,640	134,007	77.0	40,132	17,708	12,374	30,982
	9 mos.	148	1,633,026	—351	1,670,682	467,486	204,251	112,092	436,775	1,303,241	78.0	367,441	154,177	98,134	238,249
Missouri-Illinois	Sept.	Reports not filed													
	9 mos.														
Missouri-Kansas-Texas Lines	Sept.	3,253	5,450,183	485,698	6,513,480	860,168	845,953	219,389	2,225,734	4,420,495	67.9	2,092,985	871,322	917,090	974,577
	9 mos.	3,253	47,959,613	3,410,827	55,617,554	8,151,978	7,968,740	1,987,426	21,039,966	41,693,475	75.0	13,924,079	5,563,288	5,138,903	6,603,766
Missouri Pacific	Sept.	Reports not filed													
	9 mos.														
Gulf Coast Lines	Sept.	1,712	2,358,112	79,698	2,631,105	510,270	374,663	79,253	1,002,339	2,080,045	79.06	551,060	113,227	302,556	319,195
	9 mos.	1,713	26,863,319	858,044	29,234,313	5,137,803	3,684,180	731,945	10,018,862	20,660,095	70.67	8,574,218	2,475,473	4,107,578	5,860,915
International-Great Northern	Sept.	1,110	1,855,241	75,051	2,145,290	495,996	423,451	47,812	960,968	2,023,268	94.3	122,022	52,528	—14,234	297,506
	9 mos.	1,110	19,408,503	1,504,285	23,121,484	4,237,776	3,684,026	466,948	9,879,533	19,220,235	83.1	3,901,249	1,017,318	1,802,836	1,683,381
Monongahela	Sept.	170	239,855	1,380	244,612	43,340	47,350	917	113,210	212,064	86.7	32,548	—208,902	176,414	179,895
	9 mos.	170	4,773,155	9,610	4,820,544	669,939	571,622	9,085	1,636,766	2,949,628	61.2	1,870,916	391,294	516,787	1,122,848
Montour	Sept.	51	125,784	.....	128,143	18,382	47,498	799	43,869	120,319	93.9	7,824	27,072	27,312	100,655
	9 mos.	51	2,021,487	.....	2,034,242	243,114	601,728	7,471	639,439	1,582,490	77.8	451,752	430,090	490,800	640,694
Nashville, Chatt. & St. Louis	Sept.	1,049	2,261,963	163,144	2,656,538	487,963	333,278	100,682	975,873	2,003,929	75.4	652,609	320,245	320,459	236,932
	9 mos.	1,049	20,216,883	1,664,064	24,118,263	4,165,860	3,308,886	945,943	9,837,946	19,276,061	79.9	4,842,202	2,537,735	2,298,272	2,062,385
New York Central	Sept.	10,729	39,765,595	10,094,992	56,197,709	7,591,153	10,915,490	971,150	25,898,227	48,313,132	86.0	7,884,577	4,279,113	2,303,819	4,201,748
	9 mos.	10,729	379,615,542	91,006,121	526,038,140	71,910,801	105,354,914	8,981,160	239,277,520	452,679,280	86.1	73,358,860	39,978,029	20,632,558	27,675,441
Pittsburgh & Lake Erie	Sept.	221	2,516,651	73,285	2,720,567	395,041	847,387	66,055	1,159,439	2,644,656	97.2	75,911	423,348	295,712	915,786
	9 mos.	221	28,786,215	753,430	30,833,176	4,019,304	9,166,113	603,528	11,120,804	26,569,072	86.2	4,264,104	4,436,725	5,192,031	7,499,119
New York, Chicago & St. Louis	Sept.	1,686.98	7,011,945	121,697	7,350,699	1,086,387	1,174,764	208,619	2,834,901	5,603,620	76.2	1,747,079	693,832	710,977	1,516,688
	9 mos.	1,686.98	69,574,962	1,157,957	72,551,636	10,161,508	11,657,420	1,963,411	26,560,925	53,145,786	73.3	19,405,850	7,679,357	8,760,303	12,115,189
New York, New Haven & Hartford	Sept.	1,798	6,230,135	4,187,841	11,494,697	1,708,046	1,728,520	228,143	5,006,496	9,390,998	81.7	2,103,699	780,000	570,907	1,184,872
	9 mos.	1,798	61,249,104	37,692,108	109,268,892	15,985,062	16,395,950	2,155,888	46,320,823	87,776,641	80.3	21,492,251	8,580,000	6,496,499	8,114,755
New York Connecting	Sept.	21	147,031	.....	165,258	79,897	11,761	.....	47,299	141,467	85.6	23,791	—5,222	71,016	62,725
	9 mos.	21	1,683,833	.....	1,797,997	651,945	219,337	.....	505,010	1,399,416	77.8	398,581	489,868	149,507	532,955
New York, Ontario & Western	Sept.	544	493,180	19,513	549,178	108,466	95,209	27,232	276,423	538,329	98.0	10,849	39,192	—93,061	30,610
	9 mos.	544	4,526,698	138,848	5,042,332	886,949	792,554	262,298	2,440,395	4,688,452	93.0	353,880	339,777	—584,152	—821,744
New York, Susquehanna & Western	Sept.	120	329,637	40,470	381,828	44,064	51,535	5,975	165,623	287,816	75.4	94,012	32,864	42,301	69,784
	9 mos.	120	2,932,544	369,170	3,413,642	424,502	492,540	54,703	1,525,550	2,715,681	79.5	697,961	285,402	174,975	306,164
Norfolk & Western	Sept.	2,129	9,092,993	427,944	9,981,154	1,773,630	2,142,508	259,122	3,853,593	8,548,493	85.6	1,432,661	1,172,182	743,410	3,868,952
	9 mos.	2,129	108,160,382	4,328,327	117,508,915	17,252,798	25,922,361	2,423,950	38,053,008	88,543,607	75.4	28,965,308	17,369,482	17,474,046	29,311,063
Norfolk Southern	Sept.	683	749,748	.....	769,398	156,648	95,356	40,423	260,625	606,569	78.8	162,829	82,580	54,888	87,183
	9 mos.	683	6,314,246	3,211	6,530,912	1,322,488	811,215	389,091	2,206,053	5,243,476	80.3	1,287,436	676,243	433,994	720,916
Northern Pacific	Sept.	6,889	12,899,336	613,143	14,527,032	2,152,722	2,450,225	243,762	4,788,353	10,283,246	70.8	4,243,786	2,245,973	2,157,323	3,454,064
	9 mos.	6,889	97,647,793	5,890,989	112,228,716	22,207,422	22,237,611	2,379,636	42,377,163	94,953,910	84.6	17,274,806	12,119,518	7,584,007	13,638,350
Northwestern Pacific	Sept.	331	740,057	3,811	773,097	158,438	87,769	2,998	317,250	580,057	75.0	193,040	40,082	122,207	45,668
	9 mos.	331	5,866,758	46,994	6,152,375	1,590,327	777,913	39,540	2,883,354	5,413,069	88.0	739,306	353,329	—1,462	420,821
Pennsylvania	Sept.	10,142	47,108,371	11,944,990	66,116,482	8,899,469	15,486,837	1,248,790	30,576,250	59,102,563	89.4	7,013,919	5,176,419	606,994	10,532,548
	9 mos.	10,142	486,125,224	113,548,963	660,439,856	86,881,897	146,123,926	11,355,209	296,010,794	566,737,369	85.8	93,702,487	51,651,725	28,384,965	46,364,631
Pennsylvania-Reading Seashore Lines	Sept.	386	465,466	315,843	824,905	159,118	75,549	11,345	627,285	901,755	109.3	—76,805	91,519	—313,189	—137,330
	9 mos.	386	4,261,272	2,866,766	7,389,778	1,709,229	1,300,334	98,855	5,403,611	8,787,842	118.9	—1,398,064	815,299	—3,357,583	—1,949,555
Pittsburg & Shawmut	Sept.	97	128,794	.....	129,338	37,555	33,377	2,259	38,433	119,683	92.5	9,655	5,055	7,405	12,176
	9 mos.	97	1,672,313	.....	1,680,006	339,075	334,199	29,783	477,005	1,251,140	74.5	428,866	156,097	270,166	365,917

Revenue and Expense table continued on next left-hand page

did you hear the one about the

Two Traveling Men?

Once there were two traveling men, who boarded separate trains for an overnight journey. One got off next morning full of pep and bounce, ready for a big day's work. "Slept like a top," he reported. "Smoothest ride I ever had."

The other emerged heavy-eyed and pessimistic. "What a ride!" he said. "Almost got jolted out of my berth. Hardly slept a wink." And the point of the story is—which one was *your* passenger? . . . and which one will *stay* your passenger?

• • • • •

If you are now planning on any new trains for de luxe service, you are probably giving the question of passenger comfort a lot of thought. Brakes can't, of course, provide the complete answer—but on a number of roads Westinghouse HSC Electro-pneumatic brake equipment has been a big help in smoothing the ride, and improving and maintaining schedules. Application and release impulses are transmitted simultaneously to every car on the train . . . the Speed Governor Control automatically proportions brake pressure to speeds . . . the Decelostat instantaneously softens braking effort if wheel slip impends.

The RAILROAD HOUR
NBC Every Monday Night

Brakes are Basic to Railroad Progress

Westinghouse Air Brake Co.

WILMERDING, PA.

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF SEPTEMBER AND NINE MONTHS OF CALENDAR YEAR 1949

Name of road		Av. mileage operated during period	Operating revenues: Freight	Passenger	Total (inc. misc.)	Operating Expenses: Maintenance of Way and structures	Maintenance of Equipment	Traffic	Transportation	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway operating income: 1949	1948
Pittsburgh & West Virginia	Sept.	135	594,557	.....	610,590	144,825	107,946	41,115	154,525	484,428	79.3	126,162	68,740	100,739	164,184
	9 mos.	135	5,720,487	646	5,890,207	1,234,389	1,154,133	371,716	1,526,300	4,591,539	77.9	1,298,668	795,985	938,579	1,453,815
Reading	Sept.	1,324	7,112,818	558,375	8,132,243	1,140,052	1,514,681	127,518	3,528,523	6,608,826	81.3	1,523,417	796,549	763,763	1,387,417
	9 mos.	1,324	74,072,950	5,698,243	84,084,722	13,815,517	17,202,903	1,191,974	34,721,091	69,730,278	82.9	14,354,444	7,336,602	6,878,818	10,402,820
Richmond, Fredericksburg & Potomac	Sept.	118	915,942	418,370	1,530,196	207,610	292,369	18,954	666,169	1,286,445	84.1	243,751	154,377	47,133	121,950
	9 mos.	118	10,352,606	4,868,197	17,135,412	2,723,219	2,940,612	189,305	7,390,199	14,376,759	83.9	2,758,653	1,558,321	532,690	2,087,930
Rutland	Sept.	407	375,473	37,730	491,517	72,119	78,687	15,519	246,667	430,716	87.6	60,801	28,723	11,517	48,234
	9 mos.	407	3,139,491	292,305	4,093,210	722,709	783,851	128,763	2,258,470	4,055,893	99.1	37,317	264,957	—399,322	93,330
Sacramento Northern	Sept.	271	250,914	180	257,247	57,439	16,337	2,246	85,314	169,125	65.7	88,122	13,624	58,371	9,733
	9 mos.	271	1,618,115	180	1,664,066	714,515	182,199	19,654	627,742	1,619,319	97.3	44,747	116,520	—177,960	—372,700
St. Louis-San Francisco	Sept.	4,644	8,745,366	545,949	10,016,902	1,454,373	1,456,528	226,353	3,439,975	6,985,377	69.7	3,031,525	1,370,018	—1,559,291	1,276,567
	9 mos.	4,645	67,546,232	4,966,707	78,197,827	13,679,117	13,660,460	2,113,965	31,417,369	64,492,149	82.5	13,705,678	7,239,910	6,519,123	8,056,493
St. Louis, San Francisco & Texas	Sept.	159	278,464	9,177	315,149	40,413	30,488	15,188	116,707	212,130	67.3	103,019	30,027	25,147	—19,485
	9 mos.	159	3,065,741	93,017	3,339,189	2,512,377	308,691	144,972	1,382,646	2,439,039	73.0	900,150	258,149	262,427	355,285
St. Louis Southwestern Lines	Sept.	1,569	5,059,274	69,206	5,342,769	1,673,222	518,790	1,32,547	1,615,959	3,107,071	58.2	2,235,698	979,888	1,089,925	959,195
	9 mos.	1,569	41,586,791	558,320	43,785,984	6,103,121	5,756,382	1,276,563	14,284,308	28,997,950	66.2	14,788,034	6,327,078	6,621,855	8,507,840
Seaboard Air Line	Sept.	4,150	7,246,188	970,645	8,896,526	1,340,267	1,720,155	309,397	3,408,957	7,217,337	81.1	1,679,189	797,617	808,263	1,003,558
	9 mos.	4,151	74,180,087	11,836,779	92,602,966	15,098,064	17,298,821	2,874,887	35,151,954	74,909,110	80.9	17,693,856	8,396,625	8,018,086	10,480,358
Southern	Sept.	6,208	14,295,616	1,540,714	17,273,844	2,462,332	3,322,956	348,156	6,300,096	13,185,041	76.3	4,088,803	1,855,979	2,089,800	2,333,054
	9 mos.	6,365	132,063,631	14,150,798	158,165,936	23,779,445	30,946,750	3,232,153	61,710,166	126,572,094	80.0	31,593,842	15,166,978	14,825,936	21,552,003
Alabama Great Southern	Sept.	316	1,131,036	112,892	1,416,703	210,208	267,741	29,404	494,913	1,054,512	74.4	362,191	180,362	144,412	274,637
	9 mos.	316	10,092,603	982,743	12,043,666	1,899,682	2,546,961	267,681	4,250,031	9,452,588	78.5	2,591,078	1,539,851	1,123,757	1,992,865
Cinn., New Orleans & Texas Pacific	Sept.	337	2,492,056	167,259	2,808,389	398,782	519,335	57,872	860,361	1,939,547	69.1	868,842	405,906	458,815	718,852
	9 mos.	337	24,240,095	1,699,480	27,377,598	3,659,624	5,107,409	540,772	8,307,285	18,571,519	67.8	8,806,079	4,290,490	4,757,707	6,249,662
Georgia Southern & Florida	Sept.	397	467,974	37,710	544,861	135,917	48,969	6,973	181,170	385,234	70.7	159,627	36,292	31,578	51,207
	9 mos.	397	4,286,057	594,071	5,364,186	1,270,336	498,783	64,724	1,849,592	3,818,969	71.2	1,545,217	423,913	377,908	374,603
New Orleans & Northeastern	Sept.	204	843,897	52,723	950,375	109,958	98,690	16,894	206,443	471,035	49.6	479,340	204,753	215,064	271,173
	9 mos.	204	6,660,129	557,220	7,657,041	1,273,422	861,808	160,044	1,850,629	4,502,635	58.8	3,154,406	1,384,500	1,330,052	2,031,206
Southern Pacific	Sept.	8,142	31,201,973	3,438,689	37,315,757	3,807,857	6,787,543	707,140	13,921,017	27,133,402	72.7	10,182,355	4,758,962	4,185,621	3,856,873
	9 mos.	8,165	259,307,776	31,267,315	313,398,402	39,068,049	62,142,136	6,520,998	127,689,082	252,765,503	80.7	60,632,899	30,599,583	20,361,238	29,196,958
Texas & New Orleans	Sept.	4,316	9,230,702	754,285	10,594,223	1,490,891	1,229,942	207,345	3,589,412	6,983,463	65.9	3,610,760	1,330,877	1,732,956	1,230,339
	9 mos.	4,316	75,750,654	6,708,893	87,895,246	13,646,287	12,261,989	1,951,243	33,045,425	65,123,874	74.1	22,771,372	9,378,615	9,290,591	10,760,683
Spokane, Portland & Seattle	Sept.	945	2,365,130	86,785	2,560,130	541,197	434,283	20,444	840,868	1,918,768	74.9	641,422	164,708	348,546	—81,316
	9 mos.	945	16,427,721	849,380	18,315,871	4,009,565	2,352,384	193,064	6,560,143	13,889,318	75.8	4,426,553	1,465,382	2,052,028	1,719,392
Tennessee Central	Sept.	286	352,451	1,207	371,235	63,556	49,878	10,140	116,703	257,072	69.2	114,163	20,384	71,230	14,043
	9 mos.	286	3,061,764	25,353	3,253,554	592,474	465,038	89,297	1,266,176	2,570,909	79.0	682,645	223,338	258,254	69,498
Texas & Pacific	Sept.	1,854	4,137,692	285,720	4,786,544	814,190	803,972	154,717	1,791,038	3,827,266	80.0	959,278	307,467	468,721	796,267
	9 mos.	1,854	39,466,804	3,664,916	46,984,085	6,912,034	7,456,073	1,480,541	18,107,960	36,538,562	77.8	10,445,523	3,612,018	4,857,365	6,323,232
Texas Mexican	Sept.	162	207,854	.....	232,205	47,405	21,333	5,605	52,306	141,352	60.9	90,853	41,526	30,609	—34,620
	9 mos.	162	2,094,330	.....	2,321,970	466,122	224,903	54,547	594,864	1,472,621	63.4	849,349	301,850	368,999	276,859
Toledo, Peoria & Western	Sept.	239	428,333	.....	432,678	72,187	25,633	31,059	107,391	258,929	59.8	173,749	61,323	80,898	82,715
	9 mos.	239	3,501,631	173	3,556,274	640,534	275,769	300,147	920,271	2,353,171	66.2	1,203,103	462,853	506,938	463,158
Union Pacific	Sept.	9,721	32,522,026	3,047,113	38,535,267	5,319,699	5,804,494	696,520	12,896,628	26,677,871	69.2	11,857,396	5,606,735	4,076,200	6,202,707
	9 mos.	9,724	241,181,686	25,231,845	291,308,405	50,767,061	54,047,553	6,813,915	108,723,955	237,642,821	81.6	53,665,584	33,588,821	8,395,005	30,222,797
Utah	Sept.	111	67,351	.....	67,403	25,024	36,677	629	38,090	107,706	159.8	—40,303	10,521	—35,615	—33,385
	9 mos.	111	1,122,473	.....	1,124,400	251,031	461,939	6,348	535,008	1,322,427	117.6	—198,027	113,482	—239,933	—102,898
Virginian	Sept.	661	1,338,537	3,201	1,393,883	246,319	433,457	38,033	447,298	1,234,623	88.6	159,260	112,800	129,028	918,052
	9 mos.	663	23,128,535	38,139	23,972,967	3,217,848	6,276,229	355,106	5,788,198	16,331,519	68.1	7,641,448	3,645,000	5,087,487	6,649,840
Wabash	Sept.	2,393	7,206,858	469,346	8,315,716	1,176,234	1,115,059	247,121	3,464,472	6,331,340	76.1	1,984,376	800,006	744,124	1,244,929
	9 mos.	2,393	59,811,276	3,712,181	68,623,336	10,680,588	9,936,940	2,280,827	29,623,935	55,388,277	80.7	13,235,059	5,340,032	4,628,310	9,445,979
Ann Arbor	Sept.	294	607,750	4,703	638,386	83,653	85,195	22,786	295,925	504,808	79.1	133,578	61,056	50,940	86,035
	9 mos.	294	5,511,274	31,044	5,746,503	936,800	938,173	204,138	2,606,074	4,841,706	84.3	904,797	445,396	303,583	719,506
Western Maryland	Sept.	836	2,673,281	9,203	2,800,501	411,154	553,552	70,107	925,404	2,095,395	74.8	705,106	354,000	418,983	876,995
	9 mos.	836	29,648,431	106,756	31,031,307	4,290,806	6,265,272	634,034	9,556,806	21,990,721	70.9	9,040,586	4,452,000	5,344,142	6,691,656
Western Pacific	Sept.	1,195	2,960,732	252,081	3,303,042	549,570	552,637	159,633	1,198,101	2,663,694	80.6	639,348	259,088	280,587	784,518
	9 mos.	1,195	26,846,358	2,307,125	30,044,526	5,540,358	5,128,431	1,519,122	10,985,073	25,099,059	83.5	4,945,467	1,625,289	2,689,113	3,994,353
Wheeling & Lake Erie	Sept.	506	2,091,810	7	2,260,589	356,217	394,608	60,035	809,911	1,701,983	75.3	558,606	362,030	367,961	1,027,748
	9 mos.	506	23,352,217	796	24,678,389	3,493,946	4,143,790	567,362	7,744,911	16,698,234	67.7	7,980,155	4,576,738	5,233,327	6,925,693
Wisconsin Central	Sept.	1,051	2,081,662	40,486	2,269,440	449,261	307,057	58,500	871,993	1,737,717	76.6	531,723	137,161	262,898	532,510
	9 mos.	1,051	18,554,364	482,483	20,215,474	3,233,254	3,008,340	534,992	8,487,235	15,997,047	79.1	4,218,427	1,294,436	1,802,478	2,961,642

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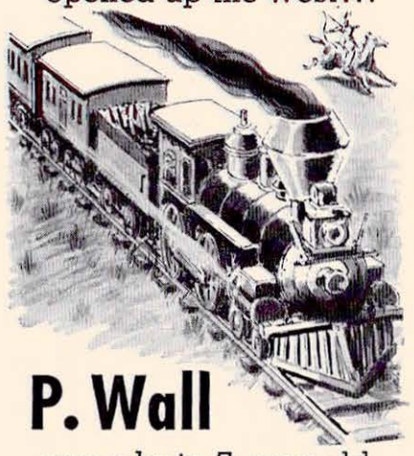
"IRON HORSE"

opened up the West...



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RRs. Defend Service Charge

(Continued from page 58)

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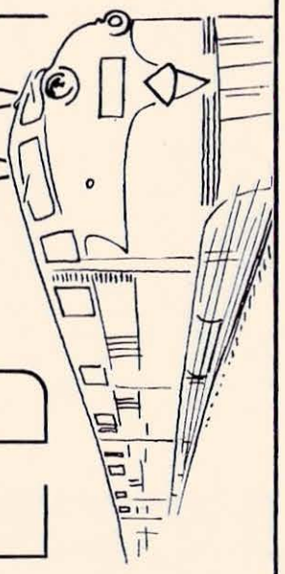

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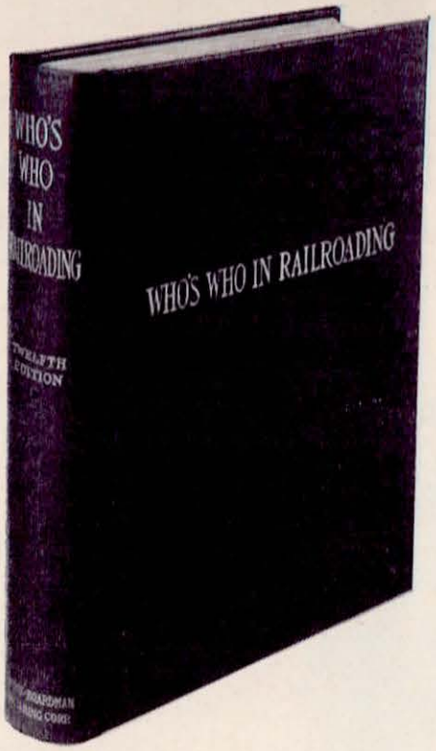

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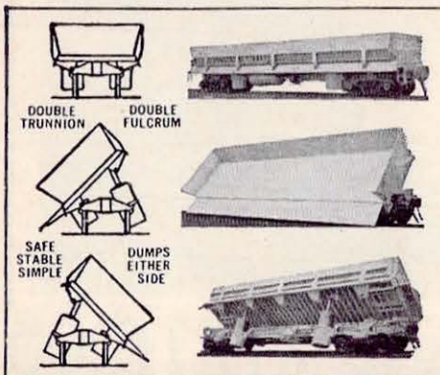

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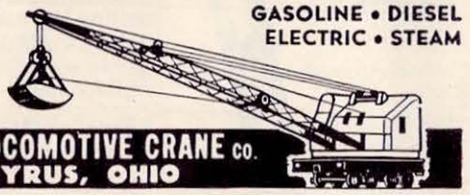

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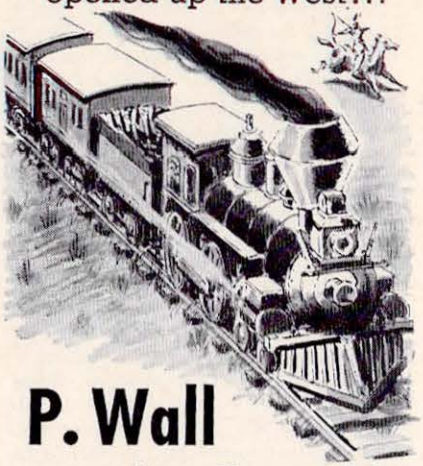

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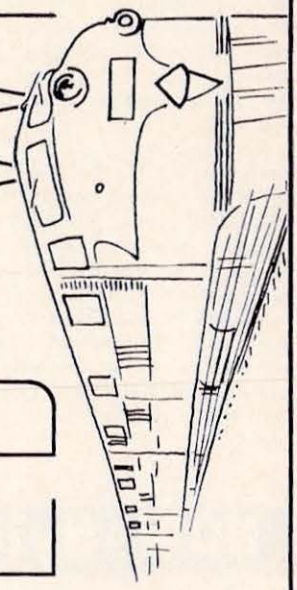

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trains to 17 cars each and change schedules as follows: Departure from Chicago at 10 a.m. instead of 8:10 a.m.; arrival at Miami, Fla., at 6:25 p.m. on the second evening instead of 3:45 p.m.; departure from Miami at 11:30 a.m. instead of 5:25 p.m.; and arrival at Chicago at 6 p.m. instead of 10:45 p.m. The seasonal "Dixieland" and "Florida Arrow" will not be operated, but a third set of equipment will be assigned to the aforementioned schedule.

Commissioner Splawn Predicts Bright Transportation Future

Interstate Commerce Commissioner Splawn dismissed any threat of nationalization of transportation as "not an imminent problem" during an informal discussion with students of the Second Annual Institute of Industrial Transportation & Traffic Management on November 16 at American University, Washington, D. C.

Speaking at an evening meeting arranged by Dr. L. M. Homberger, director of the institute, and attended by students and guests, including I. C. Commissioner Aitchison, Dr. Splawn went on to say he did not believe the American people at the moment want government ownership of transportation and that it was "perfectly senseless" to believe government ownership and operation of the railroads would mean automatic savings to the people.

Commissioner Splawn spoke on "Transportation in the Postwar Period." During his talk he was optimistic, as he predicted that "in the long run, barring wars and such major catastrophes, American economic development will call for increased transportation and will pay for it in increased quantities. In the short run we are levelling off, but that is only a temporary state."

The commissioner expressed the idea that the development and use of new forms of transportation, competing today with the railroads, have contributed to the overall high production in this country to such an extent that they actually have increased the amount of traffic hauled by railroads. "Great increases in production are traceable to new forms of transportation," he said.

Predicting that the years ahead would show a peak in transportation demand higher than any during the past, Commissioner Splawn said the present keen competition in the transportation field would likely continue. "The problem is going to be with us — and in times of stress will be acute," he added.

October Operating Revenues Below Last Year

From preliminary reports of 81 Class I railroads representing 78.8 per cent of total operating revenues, the Association of American Railroads has estimated that October gross amounted to $520,670,129, a decrease of 24.8 per cent below the $692,146,482 reported for the same 1948 month. Estimated October freight revenue was $428,563,574, as compared with October, 1948's $579,408,409, a decrease of 26 per cent. Estimated passenger revenue was $50,331,166, as compared with $61,621,326, a decrease of 18.3 per cent. All other revenue was also down 18.3 per cent—$41,775,389, as compared with $51,116,747.

Central Military Land Traffic Office Will Be Established

Secretary of Defense Johnson has ordered the establishment on December 1 of a Central Military Land Office in the Movements Division of the Office of the Chief of Transportation of the Army. This was announced recently by O.C.T. in a statement which said that the new office would conduct "military traffic management" for the Army, Navy and Air Force.

The Secretaries of the Navy and Air Force have been called upon by Secretary Johnson to arrange with the Secretary of the Army for assignment to the new office of "as much personnel as may be required to administer their respective department's proportionate share" of the traffic-management work, the statement also said. It went on to explain that the work will include: Negotiation of rates, fares and charges; issuance of billing guides; negotiation of weight and demurrage agreements; loss and damage claims; issuance of export releases (for war or emergency only); exchange of information of service-owned equipment for maximum use; development of proposed regulations relating to traffic management, technical manuals, ship documents, bills of lading, and transit and demurrage certificates; and administration of a centralized statistical operation.

Southern Rate-Pact Hearing Transferred to Jacksonville

Hearings on the Bulwinkle-Act agreement filed by southern railroads will now be held by the Interstate Commerce Commission at Jacksonville, Fla., on January 18, 1950, before Commissioner Rogers and Examiner Burton Fuller. The proceeding, Section 5a Application No. 6, had previously been assigned for hearing December 14 at Atlanta, Ga.

Effective Date of Rail-Barge Differentials Again Set Back

The Interstate Commerce Commission has further postponed, from December 31, until January 31, 1950, the effective date of its order requiring railroads and water carriers on inland waterways to establish through routes and joint rail-water rates reflecting differentials under all-rail rates. The postponement announced in a November 21 order, was the second granted by the commission since the railroads filed an appeal in the federal district court at Chicago. (See *Railway Age* of October 8, page 79).

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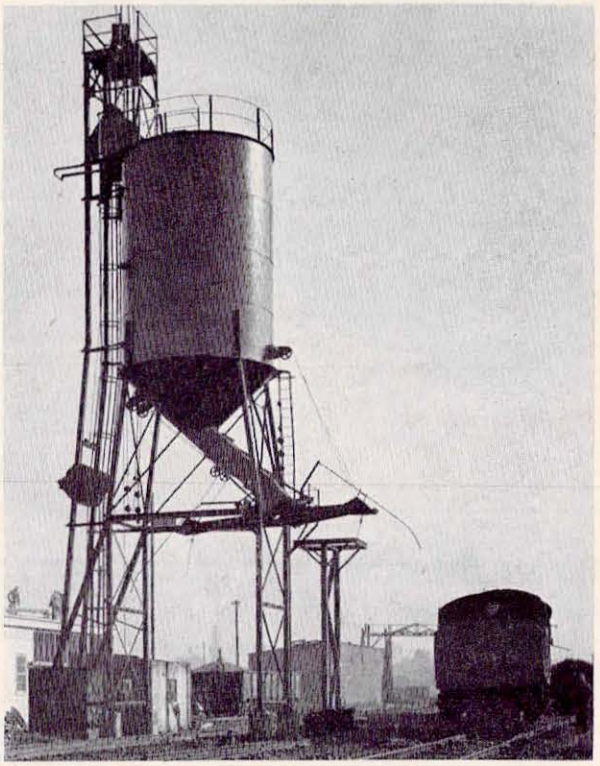

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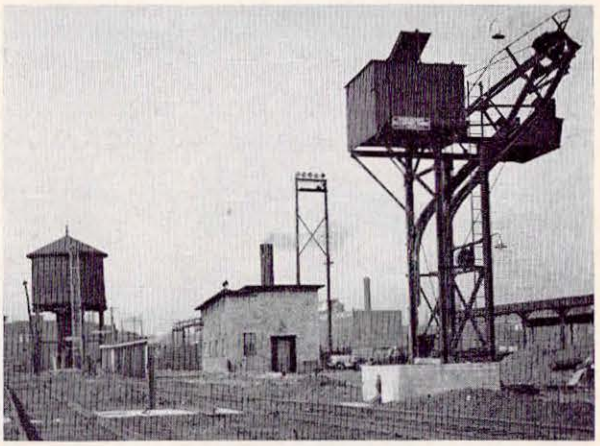

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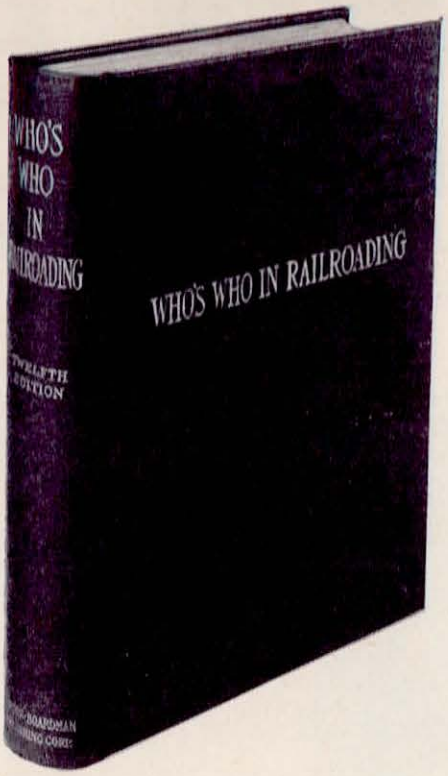

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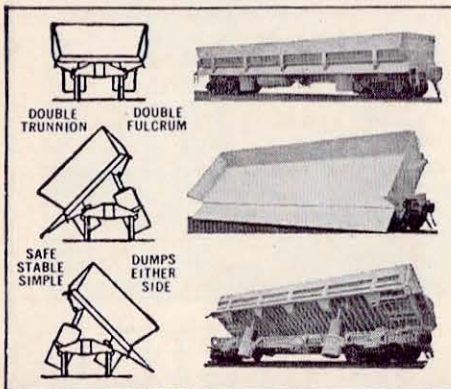

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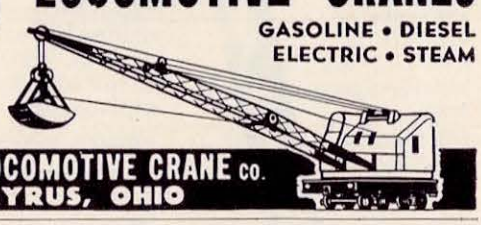

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How much are "dirty cars" costing the American railways—in time, money and good will?

On August 13 *Railway Age* broke the ice on this long mute question with an article entitled "Multi-Billion Dollar Bill for Cleaning" which started the ball rolling on the $60,000,000 dirty car problem.

Following the publication of this article, car cleaning was a featured topic at meetings of shippers' advisory boards all over the country.

The National Association of Shippers' Advisory Boards recommended "the creation of an educational program, including designation of September as 'Clean Car Month', and the distribution of appropriate literature and placards for placement in each outgoing load calling the receiver's attention to the need for removing all debris from the car before releasing it."

Naturally this subject had been given consideration by the several advisory boards at various times prior to the appearance of this article, but *Railway Age* gave new stimulus to their efforts, set a price tag on car cleaning and made it a national rather than local issue.

Thus the solution of an important railroad problem which was virtually dormant for a number of years received new impetus from a *Railway Age* article—just another example of *Railway Age's* action-getting prestige and influence among the men who make decisions in the railway field.

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Thousands of kinds, shapes and sizes of steel are ready for quick shipment from Ryerson to any shop along your line. Call Joseph T. Ryerson & Son, Inc. Plants: Chicago, Milwaukee, St. Louis, Cincinnati, Detroit, Cleveland, Buffalo, Boston, Philadelphia, Jersey City, Pittsburgh, Los Angeles, San Francisco.

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How to stump a doctor (IN ONE ACT) •••

Doctor: Name?

Seymour: Seymour Kerite.

Doctor: Age?

Seymour: 95.

Doctor: Er, would you repeat that, please. For a second I thought you said 95, ha-ha.

Seymour: I did.

Doctor: Good gracious, you must be about ready to cash in your chips! Here, lie down while I take your blood pressure. Hmmmm. Ahem. Ahhh, yes. Remarkable!

Seymour: The verdict, doc?

Doctor: Unbelievable! Why, you're in perfect condition. Lively, healthy, and vigorous. How in the world do you do it?

Seymour: You see, doc, it's like this. For nearly a century I've been busy keeping folks satisfied—supplying them with cable insulation that stands up no matter what, lasts a long, long time at a low, low cost per year. And in spite of the fact that many new kinds of insulation are available today, more people want Kerite than ever before — keeping me busier and busier. I *have* to stay young, doc, to keep these folks happy.

Doctor: Very unusual, yes, very. Old in experience, young in spirit. Hmmmm, interesting case.

Seymour: Your prognosis, doc?

Doctor: Mr. Kerite, this examination leads me to believe that you will stay young as long as the electrical industry needs cable insulation with long life and low cost per year.

Seymour: Those are my plans, doc!

The Kerite Company, 30 Church St., New York 7, N. Y.

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The first reaction of the average railroad man to the subject of cab signals is: "They're certainly a big help in bad weather when visibility is poor." Likely as not, though, his next thought is: "But we have so few really bad days that it's hard to see how cab signals could help us."

The fact is, continuous visibility is only one of the benefits that G-R-S cab signals can give your road. An equally important advantage, *and one you get every day of the year,* is the advance information that cab signals give an engineman. Because the signal rides in the cab, the engineman gets a continuous, up-to-the-second picture of block conditions ahead. When he is running at reduced speed under a restrictive indication, and the block clears, he accelerates at once. No time is wasted running at low speed to the next wayside signal. The train-hours thus saved mean higher average speeds for your trains, better on-time records, more satisfied shippers and passengers—all year 'round.

Ask your G-R-S district office how cab signals can help your road.

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